1. Call to Order and Introductions – Mayor Toni Harp, Chairwoman

2. Adoption of 4/26/17 SCRCOG Minutes – First Selectman James Cosgrove, Secretary

3. Treasurer’s Report for month ending 4/30/17 – Mayor Edward M. O’Brien, Treasurer

4. Transportation Committee Report – Mayor William Dickinson, Chairman
   a. Adopt Resolution to approve 2015-2018 TIP Amendment Twenty-Three
   b. Adopt Resolution for Approval of Updated Final FY 2018 and FY 2019 UPWP (Attached)
   c. Adopt Resolution Concerning Prioritization of Transportation Alternative Program Projects

5. Approval of SCRCOG FY 2017-2018 Budget

6. Budget Revision #4 FY 2016-2017 Budget

7. Resolution in support of the City of West Haven’s Application for the Responsible Growth and Transit-Oriented Development (TOD) Grant Program

8. Congressional Reports – Louis Mangini, Aide to U.S. Representative Rosa DeLauro; Evan Johnson, Aide to U.S. Senator Christopher Murphy

9. State Legislative Report – Michael Muszynski, Advocacy Manager, CCM; Kathryn Dube, Director of Legislative Services, Council of Small Towns (COST)

10. SCRCOG Executive Director’s Report – Carl Amento, Executive Director

11. REX Development Report – Ginny Kozlowski, Executive Director, REX Development

12. DESPP/ DEMHS Report – John B. Field, Jr., Region 2 Coordinator

13. CTRides First Quarter 2017 Report – Joanne Cavadini, Outreach Coordinator

14. Regional Planning Commission May Action Table

15. Other Regional Cooperation/Other Business
   a. Review and discussion of letter to PURA re utility tree trimming practices – Mayor Joseph Maturo
   b. Other

16. Adjournment

The agenda and attachments for this meeting are available on our website at www.scrcog.org. Please contact SCRCOG at (203) 234-7555 for a copy of agenda in a language other than English. Auxiliary aids/services and limited English proficiency translators will be provided with two week’s notice.


127 Washington Avenue, 4th Floor West, North Haven, CT 06473

www.scrcog.org  T (203) 234-7555  F (203) 234-9850  camento@scrcog.org
TO: SCRCOG Board  
FROM: First Selectman James Cosgrove, Secretary  
DATE: May 17, 2017  
SUBJECT: SCRCOG Minutes of April 26, 2017  

Present:  
Bethany First Selectwoman Derrylyn Gorski  
Branford First Selectman James Cosgrove, Secretary  
East Haven Mayor Joseph Maturo  
Guilford First Selectman Joseph Mazza, Vice-Chairman  
Hamden Julie Smith, proxy for Mayor Curt Leng  
Madison First Selectman Thomas Banisch  
New Haven Serena Neal-Sanjurjo, proxy for Mayor Toni Harp, Chairwoman  
North Branford Michael Paulhus, proxy for Mayor Michael Doody  
North Haven First Selectman Michael Freda  
Orange First Selectman James Zeoli  
Wallingford Mayor William Dickinson  
West Haven Mayor Edward O’Brien, Treasurer  
Woodbridge Betsy Yagla, proxy for First Selectwoman Ellen Scalettar  

SCRCOG Staff Carl Amento – Executive Director, Albert Ruggiero, Stephen Dudley, James Rode, Eugene Livshits, Christopher Rappa, Rebecca Andreucci  

Guests: Lori Vitagliano, Beth Nesteriak and Linda Discepolo, Regional Water Authority (RWA); Miriam Brody, Hamden-North Haven League of Women Voters; Barbara Malmbarg, REX Development; Michael Muszynski, CT Conference of Municipalities (CCM); Betsy Gara, Council of Small Towns (COST); Michael Piscitelli, City of New Haven; John Wardzala; Richard LoPresti, Avangrid; Louis Mangini, Office of U.S. Representative Rosa DeLauro; Evan Johnson, Office of U.S. Senator Christopher Murphy; Mark Zaretzky, New Haven Register  

1. Call to order and Introductions-  
Vice Chairman Joseph Mazza called the meeting to order at 10:05 a.m. All present introduced themselves.  

2. Regional Cooperation: Discussion of Utility Trimming Practices-  
Mayor Joseph Maturo initiated a discussion about East Haven’s experiences with incomplete clean up and no stump removal after utility tree trimming. Mayor Maturo felt that the town should not have to bear the expense of cleanup and stump removal after utility tree trimming. Other SCRCOG members discussed experiences in their communities. A distinction was made between trees felled by storms, in which case the Town is responsible for cleanup, and utility tree trimming, in which case the utility company is responsible for cleanup. Richard LoPresti, UI Representative, pointed out that a PURA decision had determined that utility companies could not be reimbursed for stump removal, but were responsible and could be reimbursed for cleanup after tree trimming. Mayor Maturo moved that SCRCOG send a letter to PURA requesting that utility companies be required to conform to specific standards and procedures in the cleanup of utility tree
trimming and that the issue of stump removal after utility tree trimming be revisited. Serena Neal-Sanjurjo seconded. Mayor O’Brien moved to amend the motion by the letter being reviewed by the mayors and first selectmen before being sent out and that the letter be copied to UI and Eversource. The amendment passed with First Selectman Banisch, First Selectwoman Gorski, and Mayor O’Brien abstaining. The main motion as amended also passed with the same three members abstaining.

3. **Adoption of March 22, 2017 SCRCOG meeting minutes** -
   First Selectman Cosgrove presented the Minutes of the SCRCOG meeting of March 22, 2017, which were included in the agenda packet at pages 2-5. He moved for their approval. First Selectwoman Gorski seconded the motion, which was approved with all in favor.

4. **Treasurer’s Report for month ending March 31, 2017** -
   Mayor O’Brien presented the Treasurer’s Report for the month ending March 31, 2017, which was included in the agenda packet at pages 6-7. Cash and Investments totaled $593,664 with $441,336 due from CTDOT. Total assets amounted to $1,162,188 against $319,971 in liabilities. All expenses were in order for the month. Mayor O’Brien moved for acceptance of the Treasurer’s Report. First Selectman Banisch seconded the motion, which passed unanimously.

5. **Transportation Committee Report** -
   Mayor Dickinson presented the recommendations of the Transportation Committee found on Pages 8-13 of the agenda packet. Mayor Dickinson moved for adoption of a Resolution approving 2015-2018 TIP Amendment 22 found on Pages 10-11 of the agenda packet. First Selectman Banisch seconded. The vote in favor was unanimous. Mayor Dickinson moved to adopt a resolution approving the FTA Section 5310 Enhanced Mobility for Seniors Program Priorities on pages 12-13 the agenda packet. Serena Neal-Sanjurjo seconded, and the motion was approved unanimously.

6. **Resolution Authorizing the Executive Director to Negotiate and Execute Agreement with Connecticut Office of Policy and Management related to the $74,228 Regional Open Space Inventory Grant** -
   The Resolution found on Page 14 of the agenda packet was reviewed. First Selectman Banisch moved to approve the Resolution. Serena Neal-Sanjurjo seconded the motion, which was approved by all.

7. **Resolution Authorizing the Executive Director to Negotiate and Execute Agreement Related to the $202,500 FEMA Pre-Disaster Mitigation Grant for the Update of the South Central Region Multi-Jurisdiction Hazard Mitigation Plan** -
   The Resolution found on Page 15 of the agenda packet was reviewed. First Selectman Banisch moved to approve the Resolution. First Selectwoman Gorski seconded, and the motion was approved unanimously.

8. **Resolution Authorizing the Executive Director to Negotiate and Execute Consultant Agreement Related to the Update of the South Central Region Multi-Jurisdiction Hazard Mitigation Plan** -
   The Resolution found on Page 16 of the agenda packet was reviewed. First Selectman Banisch moved to approve the Resolution. First Selectwoman Gorski seconded, and the motion was approved unanimously.

9. **Resolution Endorsing the Legislative Initiative Proposed by the South Central Regional Water Authority** -
   Beth Nesteriak of the RWA presented the details of the proposed legislation. First Selectman Banisch moved to approve the Resolution found on Page 17. First Selectwoman Gorski seconded the motion, which was approved unanimously.
10. **Budget Amendment #3- FY 2016-2017 SCRCOG Budget** - Executive Director Amento explained that the Budget Amendment found on Pages 18-19 of the agenda packet incorporated the two recent grants awarded to SCRCOG: the $202,500 FEMA grant and the $74,228 OPM grant. First Selectwoman Gorski moved for approval of the Budget Amendment. Serena Neal-Sanjurjo seconded and all were in favor.

11. **Discussion Regarding Municipal Appointments to Regional Planning Commission** - Executive Director Amento reviewed his memo on Page 20 and the Regional Plan Commission meeting schedule on Page 21 of the agenda packet. The memo explained the function and composition of the Regional Plan Commission, and detailed which SCRCOG towns had vacancies on the Commission and which had appointed representatives who had never attended a meeting. It was noted that Woodbridge had recently appointed a representative to the Commission. The mayors and first selectmen from towns without representatives on the Commission were asked to please make appointments.

12. **Congressional Report**
   Louis Mangini from Congresswoman DeLauro’s Office noted that the state had just received a $5.5 million Health and Human Services grant to combat the opioid crisis. Mangini also indicated that the Congresswoman would be hosting her annual meeting with local mayors and first selectmen in late May or early June. Evan Johnson from Senator Murphy’s Office reported on civil forfeiture and municipal bonds. Johnson also referred to information distributed on the Assistance to Firefighters Grants and the Fire Prevention and Safety Grant Program.

13. **State Legislative Report**
   Michael Muszynski from CCM distributed a CCM Legislative Update dated April 24th. He discussed state labor concessions, state pension cost, proposed 100% revaluation and assessment of property under construction. Muszynski and Betsy Gara from COST reported on the failure of the Appropriation Committee to agree on a recommended expense plan for the state budget.

14. **SCRCOG Executive Director’s Report**
   Executive Director Amento reported that SCRCOG exhibited its Regional Recreational Trails Mapping at Earth Days held in North Haven and Hamden. He asked that other towns inform SCRCOG if they would like SCRCOG to participate in their Earth Day events next year. Amento also noted that SCRCOG had just been awarded another CIRCA grant for $50,000 to advance two coastal resilience projects in West Haven and East Haven. The projects will be undertaken in conjunction with the Yale Urban Ecology Lab at the Forestry School.

15. **Grant Opportunities and Upcoming Events**
   Executive Director Amento reviewed several grant opportunities grant opportunity found in an attachment to the agenda packet. The grants attached were: 2017 Responsible Growth and Transit-Oriented Development Program Grant, Smart Policing Grant, Body-Worn Camera Grants, Lowe’s Community Partnership Grants, Safe Places to Play Grants, People for Bikes Community Grant Program, Community-Police Partnership Awards, Community Health Foundation Your Ideas Grant, Community-Built Playgrounds Grants, New Alliance Foundation Grants, Rivers, Trails and Conservation Assistance Program, EDA Economic Development Assistance Programs, and EPA Clean Diesel Funding Assistance Program. Distributed at the meeting was information regarding the Enterprise Collaborative Action Grants.
Amento also reviewed several Upcoming Events included in the agenda packet attachment including: CIRCA’s Climate, Carbon & Cars Forum on April 21, Soak Up the Rain New England Webinar Series on April 24, an Open Forum on the Long Island Sound Blue Plan on April 25th, a Webinar: How Planning Boards and Councils of Governments Are Facilitating Renewable Energy on April 25th, the CT Main Street Conference: Creative Economy & Creative Spaces in Downtown Bridgeport on April 27th, the Northeast Summit for a Sustainable Built Environment on April 28-29, A Conference and a Bus Tour: Olmsted Parks in Transition: Respecting the Past, Planning for the Future on April 28th, CLEAR Webinar: Climate Adaptation Legal Questions and Answers on May 2nd, CIRCA’s Municipal and Research Project Forum on May 4th, CT Main Streets Vibrant Main Streets Event on May 18th, a Webinar: Fostering Smart Growth in Rural Communities on May 4th, the CT Maritime Coalition meeting: On Course for Port Prosperity on May 16, and CIRCA’s Introducing Green Infrastructure for Coastal Resilience Training on May 23rd.

16. **REX Development Report**
   Barbara Malmberg of REX Development, reviewed the REX report at Pages 22-24 of the agenda packet.

17. **DESPP/ DEMHS Report**
   John Field was not in attendance, and he did not submit a written report.

18. **Regional Planning Commission March Action Table**
   The March Action Table was reviewed.

19. **Regional Cooperation/Other Business**
   None

20. **Adjournment**
   Mayor O’Brien moved to adjourn, First Selectman Zeoli seconded. The meeting was adjourned at 11:00 am.

   Respectfully submitted,

   First Selectman James Cosgrove, Secretary
## Balance Sheet

South Central Regional Council of Governments  
As of period 4/30/2017

<table>
<thead>
<tr>
<th>Assets</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Key Bank - Checking Account</td>
<td>358,761.64</td>
</tr>
<tr>
<td>State of CT - Short-Term Investment Fund</td>
<td>156,717.30</td>
</tr>
<tr>
<td>Start Community Bank</td>
<td>101,988.09</td>
</tr>
<tr>
<td>CT Department of Transportation - FY 16</td>
<td>(156.75)</td>
</tr>
<tr>
<td>Prepaid Expense</td>
<td>26,498.40</td>
</tr>
<tr>
<td>CT Department of Transportation - FY 17</td>
<td>380,173.09</td>
</tr>
<tr>
<td>CT Office of Policy and Management</td>
<td>39,701.95</td>
</tr>
<tr>
<td>National Fish &amp; Wildlife - FY 17</td>
<td>26,906.60</td>
</tr>
<tr>
<td>Furniture &amp; Equipment</td>
<td>43,121.97</td>
</tr>
</tbody>
</table>

**Total Assets**  
1,133,712.29

<table>
<thead>
<tr>
<th>Liabilities</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Municipal - Deferred Revenue</td>
<td>36,123.50</td>
</tr>
<tr>
<td>Deferred Revenue - OPM</td>
<td>27,158.64</td>
</tr>
<tr>
<td>Deferred Revenue - LOTCIP</td>
<td>222,078.57</td>
</tr>
</tbody>
</table>

**Total Liabilities**  
285,360.71

<table>
<thead>
<tr>
<th>Fund Balance</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fund Balance</td>
<td>786,109.71</td>
</tr>
<tr>
<td>Amount for Accrued Leave</td>
<td>12,835.44</td>
</tr>
<tr>
<td>Investment in Equipment</td>
<td>43,121.95</td>
</tr>
</tbody>
</table>

**Total Fund Balance**  
848,351.58

**Total Liabilities and Fund Balance**  
1,133,712.29
## Statement of Resources and Expenditures

**South Central Regional Council of Governments**

As of period 4/30/2017

### Resources

<table>
<thead>
<tr>
<th>Category</th>
<th>Current</th>
<th>Year-to-Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Municipal - Revenue</td>
<td>15,394.24</td>
<td>111,720.64</td>
</tr>
<tr>
<td>CT OPM - Regional Planning</td>
<td>18,690.71</td>
<td>312,934.99</td>
</tr>
<tr>
<td>CT OPM - RPI Grant, GIS Project</td>
<td>196.85</td>
<td>86,870.20</td>
</tr>
<tr>
<td>CTDOT - Transportation Planning</td>
<td>136,734.14</td>
<td>795,084.35</td>
</tr>
<tr>
<td>CTDOT - LOTCIP</td>
<td>525.67</td>
<td>2,064.85</td>
</tr>
<tr>
<td>CTDOT - Mobility Manager</td>
<td>8,088.46</td>
<td>51,859.53</td>
</tr>
<tr>
<td>National Fish &amp; Wildlife Grant</td>
<td>11,335.58</td>
<td>167,058.18</td>
</tr>
<tr>
<td>Interest - Revenue</td>
<td>552.45</td>
<td></td>
</tr>
</tbody>
</table>

**Total Resources**

<table>
<thead>
<tr>
<th>Current</th>
<th>Year-to-Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>190,965.65</td>
<td>1,528,145.19</td>
</tr>
</tbody>
</table>

### Direct Expenses

<table>
<thead>
<tr>
<th>Category</th>
<th>Current</th>
<th>Year-to-Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transportation Planning Consultants</td>
<td>105,478.46</td>
<td>401,858.54</td>
</tr>
<tr>
<td>Land-Use Planning Consultants</td>
<td>10,385.44</td>
<td>249,448.67</td>
</tr>
<tr>
<td>Other Consultants</td>
<td>141,141.00</td>
<td></td>
</tr>
<tr>
<td>Travel</td>
<td>618.41</td>
<td>6,356.74</td>
</tr>
<tr>
<td>Data Processing</td>
<td>196.85</td>
<td>6,237.01</td>
</tr>
<tr>
<td>Subscriptions and Books</td>
<td>2,044.80</td>
<td></td>
</tr>
<tr>
<td>Insurance and Professional Services</td>
<td>300.00</td>
<td></td>
</tr>
<tr>
<td>Meeting Expenses and Advertising</td>
<td>1,385.75</td>
<td>8,290.12</td>
</tr>
<tr>
<td>Miscellaneous</td>
<td>1,217.16</td>
<td></td>
</tr>
</tbody>
</table>

**Total Direct Expenses**

<table>
<thead>
<tr>
<th>Current</th>
<th>Year-to-Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>118,064.91</td>
<td>816,896.04</td>
</tr>
</tbody>
</table>

### Direct Labor

<table>
<thead>
<tr>
<th>Category</th>
<th>Current</th>
<th>Year-to-Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Direct Labor - Employees</td>
<td>29,706.56</td>
<td>304,148.14</td>
</tr>
</tbody>
</table>

**Total Direct Labor**

<table>
<thead>
<tr>
<th>Current</th>
<th>Year-to-Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>29,706.56</td>
<td>304,148.14</td>
</tr>
</tbody>
</table>

### Overhead

<table>
<thead>
<tr>
<th>Category</th>
<th>Current</th>
<th>Year-to-Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Indirect Labor - Employees</td>
<td>12,080.10</td>
<td>135,611.90</td>
</tr>
<tr>
<td>Employee Benefits</td>
<td>13,588.60</td>
<td>145,788.22</td>
</tr>
<tr>
<td>Data Processing</td>
<td>380.55</td>
<td>9,750.68</td>
</tr>
<tr>
<td>Rent</td>
<td>8,670.82</td>
<td>95,774.42</td>
</tr>
<tr>
<td>Telephone and Internet</td>
<td>318.82</td>
<td>4,639.29</td>
</tr>
<tr>
<td>Office Supplies</td>
<td>108.32</td>
<td>2,552.40</td>
</tr>
<tr>
<td>Equipment Maintenance</td>
<td>1,911.61</td>
<td>13,428.93</td>
</tr>
<tr>
<td>Subscriptions and Books</td>
<td>195.00</td>
<td></td>
</tr>
<tr>
<td>Insurance and Professional Services</td>
<td>6,977.00</td>
<td></td>
</tr>
<tr>
<td>Meeting Expenses and Advertising</td>
<td>63.00</td>
<td></td>
</tr>
</tbody>
</table>

**Total Overhead**

<table>
<thead>
<tr>
<th>Current</th>
<th>Year-to-Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>37,058.82</td>
<td>414,780.84</td>
</tr>
</tbody>
</table>

**Total Operating Expenses**

<table>
<thead>
<tr>
<th>Current</th>
<th>Year-to-Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>184,630.29</td>
<td>1,535,825.02</td>
</tr>
</tbody>
</table>

**Total Operating Profit/Loss**

<table>
<thead>
<tr>
<th>Current</th>
<th>Year-to-Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>6,135.36</td>
<td>(7,679.83)</td>
</tr>
</tbody>
</table>
Project 0014-0177  2011-A21-1  Replace Bridge 02675 over Sybil Creek
Changes  Amendment 23 moves CON from FY17 to FY18
Reason  Action is necessary based on a revised project schedule.

Project 0014-0184  2012-A11-1  Construct trail from Pine Orchard Rd to Tabor Dr
Changes  Amendment 23 adjusts funding and adds TAPNH
Reason  Action is necessary based on final cost estimate.

Project 0043-0129  2012-A10-3  Bike/Ped East Haven Shoreline Greenway Trail
Changes  Amendment 23 moves FD and CON from FY17 to FY18
Reason  Action is necessary based on a revised project schedule.

Project 0059-0162  2012-A12-2  Shoreline Greenway Guilford
Changes  Amendment 23 moves CON from FY17 to FY18
Reason  Action is necessary based on a revised project schedule.

Project 0075-0130  2007-065  Shoreline Greenway Trail in Madison
Changes  Amendment 23 moves CON from FY17 to FY19
Reason  Action is necessary based on a revised project schedule.

Project 0092-0621  2007-056  FARMINGTON CANAL GREENWAY.
Changes  Amendment 23 moves CON from FY17 to FY18
Reason  Action is necessary based on a revised project schedule.

Project 0100-0174  2007-101  Valley Service Road Extension
Changes  Amendment 23 moves CON from FY17 to FY18 and adjusts funding
Reason  Action is necessary based on a revised project schedule.

Project 0170-3450  2017-A23-1  FY17: Stwd Transp Demand Mgmt (NY-NJ-CT)
Changes  Amendment 23 adds new project
Reason  Action is necessary for the continue funding Ctrides. This program provides statewide ridesharing resources to assist employers in the management of their employee transportation programs.
State Project #0014-0177
Municipality Branford
Project Name Replace Bridge 02675 over Sybil Creek
Description Project for the Replacement of Bridge 02675 which carries Rte 146 over Sybil Creek.

### Current TIP Funding (In Thousands)

<table>
<thead>
<tr>
<th>Funding</th>
<th>Phase</th>
<th>Prior</th>
<th>2015</th>
<th>2016</th>
<th>2017</th>
<th>2018</th>
<th>FYI</th>
</tr>
</thead>
<tbody>
<tr>
<td>STPNH</td>
<td>ROW</td>
<td>Federal</td>
<td>66</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>State</td>
<td>16</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>CON</td>
<td>Federal</td>
<td></td>
<td></td>
<td>2,240</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>State</td>
<td></td>
<td></td>
<td>560</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Total Cost $2,882

### Proposed TIP Funding (In Thousands)

<table>
<thead>
<tr>
<th>Funding</th>
<th>Phase</th>
<th>Prior</th>
<th>2015</th>
<th>2016</th>
<th>2017</th>
<th>2018</th>
<th>FYI</th>
</tr>
</thead>
<tbody>
<tr>
<td>STPNH</td>
<td>ROW</td>
<td>Federal</td>
<td>66</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>State</td>
<td>16</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>CON</td>
<td>Federal</td>
<td></td>
<td></td>
<td>2,240</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>State</td>
<td></td>
<td></td>
<td>560</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

TIP Funds $2,882

### Amendment Notes

FY10 TIP Amend 21 introduces new project. FY12 TIP Amendment 5 increases ROW funds. FY12 Amend 10 moves ROW to FY13. FY12 TIP Amend 14 changes STPA to STPNH FY15 TIP Amend 5 moves project to FY16. FY15 TIP Amend 9 moves funds out one year to FY 16 and FY17. FY15 Amend 10 changes STPA to STPNH for CON. FY15 TIP Amend 23 moves CON from FY17 to FY18.
State Project #0014-0184

Municipality: Branford

Project Name: Construct trail from Pine Orchard Rd to Tabor Dr

Description: Project for the construction of a trail in Branford to run from Pine Orchard Rd to Tabor Dr

Current TIP Funding (In Thousands)

<table>
<thead>
<tr>
<th>Funding</th>
<th>Phase</th>
<th>Prior</th>
<th>2015</th>
<th>2016</th>
<th>2017</th>
<th>2018</th>
<th>FYI</th>
</tr>
</thead>
<tbody>
<tr>
<td>HPP</td>
<td>FD</td>
<td>Federal</td>
<td>70</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Local</td>
<td>18</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CON</td>
<td>Federal</td>
<td>364</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Local</td>
<td>236</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Total Cost: $688

Proposed TIP Funding (In Thousands)

<table>
<thead>
<tr>
<th>Funding</th>
<th>Phase</th>
<th>Prior</th>
<th>2015</th>
<th>2016</th>
<th>2017</th>
<th>2018</th>
<th>FYI</th>
</tr>
</thead>
<tbody>
<tr>
<td>HPP</td>
<td>FD</td>
<td>Federal</td>
<td>70</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Local</td>
<td>18</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CON</td>
<td>Federal</td>
<td>339</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Local</td>
<td>85</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAPNH</td>
<td>Federal</td>
<td>120</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Local</td>
<td>30</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

TIP Funds: $662

Amendment Notes:

FY 12 TIP Amend 11 adds new Project. FY12 TIP Amend 23 Adjusts schedule and funding amounts FY15 TIP Amend 14 moves funds from FY15 to FY17. FY15 TIP Amend 23 adjusts funding and adds TAPNH
State Project #0043-0129

Municipality: East Haven

Project Name: Bike/Ped East Haven Shoreline Greenway Trail

Description: Project is for design and construction of 4,800 ft Shoreline Greenway Trail in East Haven. This section is from Spray park on Cosey Beach Ave to D.C Moore School

<table>
<thead>
<tr>
<th>Current TIP Funding (In Thousands)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Funding</td>
</tr>
<tr>
<td>----------</td>
</tr>
<tr>
<td>HPP</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td></td>
</tr>
</tbody>
</table>

| Total Cost | $642 | 0 | 0 | 0 | 642 | 0 | 0 |

<table>
<thead>
<tr>
<th>Proposed TIP Funding (In Thousands)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Funding</td>
</tr>
<tr>
<td>----------</td>
</tr>
<tr>
<td>HPP</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td></td>
</tr>
</tbody>
</table>

| TIP Funds | $642 | 0 | 0 | 0 | 0 | 642 | 0 |

Amendment Notes:
FY12 Amend 10 introduces new project. FY12 TIP Amend 18 moves FD to FY14 and add CON for FY15. FY15 TIP Amend 4 increases FD and moves CON to FY16. FY15 TIP amend 10 moves FD and CON phases out 1 year. FY15 TIP Amend 14 moves FD to FY17. FY15 TIP Amend 23 moves FD and CON from FY17 to FY18.
South Central Regional Council of Governments
FFY2015-FFY2018 Transportation Improvement Program
Amendment 23

State Project #0059-0162
SCRCOG # 2012-A12-2
Municipality Guilford

Project Name Shoreline Greenway Guilford

Description Project is for design and construction of a 5,000 ft trail in Guilford to run along side Route 1 from the Madison border to the intersection with Route 146

<table>
<thead>
<tr>
<th>Current TIP Funding (In Thousands)</th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Funding</td>
<td>Phase</td>
<td>Prior</td>
<td>2015</td>
<td>2016</td>
<td>2017</td>
<td>2018</td>
</tr>
<tr>
<td>HPP</td>
<td>CON</td>
<td>Federal</td>
<td></td>
<td></td>
<td>484</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Local</td>
<td></td>
<td></td>
<td>390</td>
<td></td>
</tr>
<tr>
<td>Total Cost</td>
<td>$874</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>874</td>
<td>0</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Proposed TIP Funding (In Thousands)</th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Funding</td>
<td>Phase</td>
<td>Prior</td>
<td>2015</td>
<td>2016</td>
<td>2017</td>
<td>2018</td>
</tr>
<tr>
<td>HPP</td>
<td>CON</td>
<td>Federal</td>
<td></td>
<td></td>
<td>484</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Local</td>
<td></td>
<td></td>
<td>390</td>
<td></td>
</tr>
<tr>
<td>TIP Funds</td>
<td>$874</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>874</td>
</tr>
</tbody>
</table>

Amendment Notes
FY 12 TIP Amend 11 adds new Project. FY15 TIP Amend 8 moves Con to FY16. FY15 TIP Amend 19 moves CON to FY17 transfers State share to local. Increases Local by 64k. FY15 TIP Amend 23 moves CON from FY17 to FY18
State Project #0075-0130  
SCRCOG # 2007-065  
Municipality Madison  
Projected  
Project Name Shoreline Greenway Trail in Madison  
Description  
Project to begin study phase to evaluate routes costs etc. project to begin study to evaluate cost, route etc. may lead to design and construction HPP# 3237

<table>
<thead>
<tr>
<th>Funding</th>
<th>Phase</th>
<th>Prior</th>
<th>2015</th>
<th>2016</th>
<th>2017</th>
<th>2018</th>
<th>FYI</th>
</tr>
</thead>
<tbody>
<tr>
<td>HPP</td>
<td>CON</td>
<td>Federal</td>
<td>560</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Local</td>
<td>140</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Total Cost $700  

<table>
<thead>
<tr>
<th>Funding</th>
<th>Phase</th>
<th>Prior</th>
<th>2015</th>
<th>2016</th>
<th>2017</th>
<th>2018</th>
<th>FYI</th>
</tr>
</thead>
<tbody>
<tr>
<td>HPP</td>
<td>CON</td>
<td>Federal</td>
<td>560</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Local</td>
<td>140</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

TIP Funds $700  

Amendment Notes  
FY07 TIP Amend 9 Introduces new project. Project moved into FY10 TIP ROW moved from FFY09 to FFY10 FY10 TIP Amend 7 moves ROW from FFY10 to FFY11 FY15 TIP Amend 14 moves funds from FY15 to FY17 FY15 TIP Amend 23 moves CON from FY17 to FY19
South Central Regional Council of Governments
FFY2015-FFY2018 Transportation Improvement Program
Amendment 23

State Project #0092-0621

<table>
<thead>
<tr>
<th>Municipality</th>
<th>Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Name</td>
<td>FARMINGTON CANAL GREENWAY.</td>
</tr>
<tr>
<td>Description</td>
<td>Design and completion of Farmington trail section through New Haven from Whitney Avenue to the Long Wharf Pier at New Haven Harbor</td>
</tr>
</tbody>
</table>

### Current TIP Funding (In Thousands)

<table>
<thead>
<tr>
<th>Funding</th>
<th>Phase</th>
<th>Prior</th>
<th>2015</th>
<th>2016</th>
<th>2017</th>
<th>2018</th>
<th>FYI</th>
</tr>
</thead>
<tbody>
<tr>
<td>HPP</td>
<td>CON</td>
<td>Federal</td>
<td>126</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Local</td>
<td>31</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>HPPS</td>
<td>AC-Entry</td>
<td>Federal</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Local</td>
<td>5,519</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Federal</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>REP</td>
<td>Federal</td>
<td></td>
<td>350</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Local</td>
<td></td>
<td>88</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

| Total Cost | $7,494 |
|            |       |

### Proposed TIP Funding (In Thousands)

<table>
<thead>
<tr>
<th>Funding</th>
<th>Phase</th>
<th>Prior</th>
<th>2015</th>
<th>2016</th>
<th>2017</th>
<th>2018</th>
<th>FYI</th>
</tr>
</thead>
<tbody>
<tr>
<td>HPP</td>
<td>CON</td>
<td>Federal</td>
<td>126</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Local</td>
<td>31</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>HPPS</td>
<td>AC-Entry</td>
<td>Federal</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Local</td>
<td>5,519</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>REP</td>
<td>Federal</td>
<td></td>
<td>350</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Local</td>
<td></td>
<td>88</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

| TIP Funds | $7,494 |
|           |       |

### Amendment Notes

FY07 TIP Amend 7 introduces project to TIP and will be added to the STIP. FY07 TIP Amendment 13 Moves CON to FYI. FY07 TIP Amend 17 moves ROW funds from FFY09 to FFY10. Project moved into FY10 TIP. FY10 TIP Amend 7 moves ROW from FFY10 to FFY11. FY12 TIP includes ongoing project. FY12 TIP Amend 19 moves funds to FY14. FY12 TIP Amend 21 adjusts funding amounts. FY15 TIP Amend 1 moves CON phase to 15. FY15 TIP Amend 9 moves funds to FY16. FY15 TIP Amend 16 adds AC Entry and adjusts funding. FY15 TIP Amend 20 adds REP funds and moves CON to FY17 FY15 TIP Amend 23 moves CON from FY17 to FY18
### South Central Regional Council of Governments

**FFY2015-FFY2018 Transportation Improvement Program**  
**Amendment 23**

#### State Project #0100-0174  
**Municipality:** North Haven  
**Project Name:** Valley Service Road Extension

**Description:** This project will extend the existing Valley Service Road approximately 950 feet from its current cul-de-sac terminus to the Main Entrance for a proposed development to the old Pratt & Whitney site in North Haven (415 Washington Ave).

<table>
<thead>
<tr>
<th>Current TIP Funding (In Thousands)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Funding</strong></td>
</tr>
<tr>
<td>HPP</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td><strong>Total Cost</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Proposed TIP Funding (In Thousands)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Funding</strong></td>
</tr>
<tr>
<td>HPP</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td><strong>TIP Funds</strong></td>
</tr>
</tbody>
</table>

**Amendment Notes:**

Amend 22(Supplement) introduces new project. Project moved into FY10 TIP. Project moves out one year. CON funds reduced by $360,000. FY12 TIP includes ongoing project. FY15 TIP Amend 14 moves funds from FY15 to FY17. FY15 TIP Amend 23 moves CON from FY17 to FY18 and adjusts funding.

#### State Project #0170-3450  
**Municipality:** Statewide  
**Project Name:** FY17: Stwd Transp Demand Mgmnt (NY-NJ-CT Moderate)

**Description:** Through the Ctrides program the Department of Transportation offers statewide ridesharing resources to assist employers in the ongoing management of their employee transportation programs.

<table>
<thead>
<tr>
<th>Current TIP Funding (In Thousands)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Funding</strong></td>
</tr>
<tr>
<td>CMAQ</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td><strong>TIP Funds</strong></td>
</tr>
</tbody>
</table>

**Amendment Notes:**

FY15 TIP Amend 23 adds new project.
Resolution

Fiscal Year 2015-Fiscal Year 2018 Transportation Improvement Program Amendment Twenty-Three

Whereas: U.S. Department of Transportation “Metropolitan Planning Regulations” (23 CFR 450) prescribe that each metropolitan planning organization maintain a financially constrained multi-modal transportation improvement program consistent with a State Implementation Plan for Air Quality (SIP) conforming to both U.S. Environmental Protection Administration-established air quality guidelines and SIP-established mobile source emissions budgets; and

Whereas: The Council, per 23 CFR 450.324 and in cooperation with the Connecticut Department of Transportation (ConnDOT) and public transit operators and relying upon financial constraints offered by ConnDOT, adopted a Fiscal Year 2015-Fiscal Year 2018 Transportation Improvement Program on October 22, 2014, after finding the Program conforming per U.S. Environmental Protection Administration (U.S. EPA) final conformity rule (40 CFR 51 and 93) and relevant Connecticut Department of Transportation air quality conformity determinations: Air Quality Conformity Reports: Fiscal Year 2015-2018 Transportation Improvement Program and the Region’s Long-Range Transportation Plans—2015 to 2040, (April, 2015); and

Whereas: The Council, on October 22, 2014, indicated that periodic Program adjustment or amendment was possible; and

Whereas: Projects referenced in the Program amendment (below) are consistent with the region’s long-range transportation plan (South Central Regional Long Range Transportation Plan—2015 to 2040, (April, 2015)); and

Whereas: Council Public Participation Guidelines: Transportation Planning have been observed during the development of the proposed Program amendment (below); and

Whereas: By agreement between the Council and the Connecticut Department of Transportation, public involvement activities carried out by the South Central Regional Council of Governments in response to U.S. Department of Transportation metropolitan planning requirements are intended to satisfy the requirements associated with development of a Statewide Transportation Improvement Program and/or its amendment; and

Whereas: Council of Governments’ review of transportation goals, projects and opportunities may result in further adjustment or amendment of the Program.
Resolution
Fiscal Year 2015-Fiscal Year 2018 Transportation Improvement Program Amendment Twenty Three (continued)

Now, Therefore, Be It Resolved By the Council of Governments:

The Program Amendment Twenty Three shall be transmitted to the Connecticut Department of Transportation, for inclusion in the State Transportation Improvement Program

The undersigned duly qualified and acting Secretary of the South Central Regional Council of Governments certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the South Central Regional Council of Governments on May 24, 2017

Date: May 24, 2017

By: ____________________________________
First Selectman James Cosgrove, Secretary
South Central Regional Council of Governments
Resolution
Approving the Final Fiscal Year 2018 and Fiscal Year 2019 Unified Planning Work Program

Whereas: The Council of Governments adopted a draft Fiscal Year 2018 and Fiscal Year 2019 Unified Planning Work Program on March 22, 2017; and

Whereas: Review of the draft Fiscal Year 2018 and Fiscal Year 2019 Unified Planning Work Program by the U.S. Federal Transit Administration, the U.S. Federal Highway Administration, and the Connecticut Department of Transportation resulted in review comments for incorporation into a final Fiscal Year 2018 and Fiscal Year 2019 Unified Planning Work Program; and

Whereas: The Council’s Transportation Committee on May 10, 2017, reviewed the revised document and recommended that the Council of Governments adopt the final work program.

Now, Therefore, Be It Resolved By the Council of Governments

That the final Fiscal Year 2018 and Fiscal Year 2019 Unified Planning Work Program is hereby adopted.

Certificate

The undersigned duly qualified and acting Secretary of the South Central Regional Council of Governments certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Council of Governments on May 24, 2017.

Date: May 24, 2017

By: ______________________
First Selectman James Cosgrove, Secretary
South Central Regional Council of Governments
Resolution Concerning Prioritization of Transportation Alternatives Program Projects for the SCRCOG Region

Whereas: In August, 2016, the Connecticut Department of Transportation (CTDOT) solicited candidate projects for the Transportation Alternatives Program (TAP) over the authorization covered by the federal FAST Act; and,

Whereas: Based upon recommendations by the Transportation and Transportation Technical Committees, a resolution was adopted on November 16, 2016 establishing the region’s priorities; and

Whereas: CTDOT requested that the Shoreline Greenway in East Haven and the West Haven Sidewalk/Bike Path Streetscape Project be added to the projects that may require additional funds; and

Whereas: Based upon recommendations by the Transportation and Transportation Technical Committees, a resolution establishing the following priorities was adopted on February 22, 2017:

New TAP projects:
1. Town of Hamden Walkable Sidewalk Corridor Project
2. Town of Guilford linear path
3. City of Meriden Cove Avenue Urban Trail
4. City of New Haven Bike Share and Traffic Safety Garden
5. Town of Wallingford Pedestrian infrastructure near train station
6. City of New Haven East Shore Greenway

Existing TAP Projects that may require additional funds:
1. Town of Branford Shoreline Greenway
2. Town of Madison Shoreline Greenway
3. Town of West Haven Sidewalk/Bike Path Streetscape
4. Town of East Haven Shoreline Greenway

; and

Whereas: CTDOT has notified the region that the Town of Hamden and Town of Guilford projects have been identified as candidate projects for initiation utilizing TAP funding, but with
CTDOT estimate costs substantially higher than municipal estimates and attendant higher municipal match; and

Whereas: The Town of Hamden and the Town of Guilford have confirmed their desire to proceed and commit to funding the additional match; and

Whereas: At the May 10, 2017 meeting, the Transportation and Transportation Technical Committees voted to recommend to SCRCOG the endorsement of the two projects for utilization of regional TAP funds.

Now, Therefore, Be It Resolved By the Council of Governments:

That the Town of Hamden and the Town of Guilford projects remain the top priorities of the SCRCOG region for TAP funding.

Certificate:

The undersigned duly qualified and acting Secretary of the South Central Regional Council of Governments certified that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the SCRCOG on May 24, 2017.

Date: May 24, 2017 By: ________________________________

First Selectman James Cosgrove, Secretary
South Central Regional Council of Governments
MEMORANDUM

FROM: Executive Director Carl Amento
TO: SCRCOG Mayors and First Selectmen
RE: FY 2017-18 Proposed SCRCOG Budget
DATE: May 18, 2017

The attached SCRCOG FY 2017-18 budget is on the agenda for action at the May 24, 2017 meeting. As the June 28, 2017 meeting is only two days from the start of the next fiscal year, it is strongly urged that the Board approve this budget in May.

There are several issues that impact the budget. This memo will outline the issues, their implications and, finally, the decisions that need to be made either along with the approval of the budget, or can be made when the state budget and funding levels are known.

The FY 2017-18 SCRCOG Budget contains the following issues:

- **Reduction in State Match for Federal Transportation Funds Transfers**
  Responsibility for Reduction to SCRCOG to Fully Utilize Federal Transportation Funds.
  The municipal dues have not provided sufficient revenue to fund the full local match of federal transportation funding. In recent years, SGIA and RSG have provided funds that were utilized to meet the local match shortfall.

  Unfortunately, we were advised on March 24 of a reduction in state match for our federal transportation funds. The traditional transportation funding for our agency has been 80% federal, 10% state, and 10% local. The Governor’s budget as proposed reduced the match funding for the Department of Transportation by 25%, which DOT did not anticipate. That line item funded state match for federal planning funding, both for the state and the COGs. After much consideration, DOT took the bulk of the hit in their own programs, but advised that the new match percentages are **7.4% state and 12.6% local. It is the position of the DOT that the reduction in state match will be have to be funded by the COGs.** The result of the cut and transfer of funding responsibility to SCRCOG is as follows:

  - Elimination of the state match for any federal carry-over funds – $60,753
  - Reduction in state match for FY18 – $29,036
  - Total FY 18 reduction - $89,036

  The Final FY 2018 and FY 2019 UPWP, on the agenda for action at the May meeting, reflects the transfer of funding responsibility as SCRCOG is required by our federal planning partners to fully program all available federal transportation funding. At this time, we do not expect that dues and usage of a portion of the potential OPM Regional Services Grant will provide enough funding to fully match available federal transportation funds.
SCRCOG state Regional Services Grant (RSG) funding cut by $90,000 under Governor’s Deficit Mitigation Plan:
On May 10th, SCRCOG was informed that the Governor’s Deficit Mitigation Plan for FY 2016-2017 eliminated the fourth quarter Regional Services Grants (RSG) to COGs. This $90,000 loss impacts the FY 18 SCRCOG budget. As the RSG operates on an October 1-September 30 fiscal year for funding, SCRCOG will not receive RSG funding for the period July 1- September 30, 2017. The RSG allocation for SCRCOG for October 1, 2017 to September 30, 2018, if any, will be determined in the current state budget process.

The proposed SCRCOG FY 2017-2018 Budget reviewed by the Executive Committee last month planned on utilizing unexpended RSG for:
  o $10,000 to REX for international business recruitment,
  o $7,500 for GIS Consultant (Hosting and Maintenance Fees),
  o $7,500 for Regional Dues to Capitol Region Purchasing Council, and
  o $62,500 to provide the FY 18 match to the SCRCOG Multi-Jurisdiction Hazard Mitigation Plan Update.

We believe that we can pay the REX and GIS Consulting amounts from Transportation funds. A revision to the UPWP would be required to add a $15,000 line item under “improve regional economic vitality” in the FY 18 Consultant-supported Work Program. However, the REX payment would require a 20% match under transportation funding due to state match reductions. The same would apply to the $35,000 for REX Travel and Tourism Promotion contained in the final UPWP.

*In discussions with REX, it appears that REX will be able to provide its own funding for the match required. If SCRCOG receives increased RSG funding for FY 2017-2018 and can cover this match without impacting other necessary SCRCOG programs, then the match can be revisited when the state budget is passed.*

Again, depending upon the amount of the FY 2017-2018 state RSG grant, SCRCOG may have to discontinue its current practice of fully funding the $7,500 for the Capitol Region Purchasing Council regional membership. If this is the case, the region can join for $7,500, with each SCRCOG member town contributing $500, or we have been advised that individual towns, together as a smaller region, could join the Purchasing Council at the $500 cost.

Amount of State OPM Regional Services Grant will Depend on State Budget Outcome.

We will not know the amount SCRCOG will receive from CT OPM for FY 2017-18 as a Regional Services Grant (RSG) until the state budget is approved. The proposed SCRCOG budget anticipates flat funding of the RSG for FY 2017-18 at $360,000, the same amount budgeted for the current fiscal year. The latest revision to the Governor’s budget shows that this amount would increase for FY 2017-18. RSG funding is on a
different calendar cycle running from October 2017 to September 2018. The RSG, in addition to competitively awarded grants, is how SCRCOG funds non-transportation regional planning, some transportation match, and special projects. We expect to have to adjust the SCRCOG FY 2017-18 budget once we know what the actual RSG funding is. With an anticipated RSG allocation of $360,000, SCRCOG would utilize $97,900 of those funds as part of the 12.6% local match for SCRCOG’s federal transportation funding absent any new legislative restrictions on RSG use. The rest of the 12.6% local match comes from municipal dues. Historically, the local dues have not been sufficient to provide the local match needed to fully utilize the federal transportation funds available to SCRCOG for any fiscal year.

**SCRCOG Multi-Jurisdiction Hazard Mitigation Plan Update Will Require New Source of Matching Funds Due to State RSG Cut:**

SCRCOG has been awarded $202,500 from FEMA to conduct a Multi-Jurisdiction (14 municipalities) Hazard Mitigation Plan Update. This grant requires a $67,500 match, which SCRCOG had intended to pay from the now-canceled state RSG grant. This update must be completed by mid-2018 in order to not create a lapse in eligibility for FEMA grants for any of the municipalities participating. As we have selected a consultant and are poised to enter into an agreement, we must determine a source for the match now rather than after the dust settles when the state budget is completed. If the $67,500 match were divided among the 14 municipalities participating in the Plan Update, the cost per municipality would be $4,821. Because of fixed costs and mobilization, our selected consultant advises that the minimum consultant cost to produce an individual small town’s Plan Update would be approximately $20,000, and for a larger municipality as much as $50,000 to $75,000. There are significant savings in having the Plan Update accomplished on a regional, multi-town basis.

There are no longer any SCRCOG funds available to fund the match. There are only two options – abandon the regional effort and let each municipality undertake the update individually or have the match be covered by the 14 participating municipalities.

**Decisions to be made at the May meeting:**

- Are the 14 SCRCOG municipalities each willing to commit to making the $4,821 municipal contribution (total $67,500) now to fund the required match of the 14-town Hazard Mitigation Plan Update grant? OR

- Does each municipality undertake and update individually at their own expense?

The attached proposed budget shows $62,500 to be as municipal contributions toward the regional plan in FY 2017-18. If municipal contributions are undertaken, a budget amendment for FY2016-17 will be presented in June for action to include $5,000 in municipal contributions to allow commencement of the project this fiscal year.
If it is agreed to fund the match by municipal contributions, and, as noted above, if SCRCOG receives increased RSG funding for FY 2017-2018 and can cover this match without impacting other necessary SCRCOG programs, then the match possibly could be revisited when the state budget is passed.

- **Decisions to be made after the State Budget is approved and funding is known:**
  - Membership in Capitol Region Purchasing Council as noted above
  - How match will be provided for consultant-supported projects for FY 2017-18 in final UPWP?
    Once the RSG for October 2017-September 2018 is known, assuming there are not further legislative restrictions on its utilization, then the amount of available match for transportation funding can be determined. Once known, decisions can be made on the consultant-supported projects to be undertaken. At that time, it is suggested that the Transportation Committee and the Executive Committee make recommendations to the full board concerning the priority of the projects. Options are as follows:
    - Projects without match would remain in the UPWP but would not be undertaken due to lack of match. The un-utilized federal dollars would carry over to future fiscal years, most likely FY22. There is no guarantee that these funds would not be swept or have any match available, either, state or local, when these federal funds became available in the future.
    - Those municipalities gaining work from the consultant-supported projects, beyond the funds programmed for REX noted above, could advance them by funding the needed match from municipal funds or other non-COG funds. The transportation funding would then be utilized and not carried into the future.
  - Approval of a revised FY 2017-18 budget
  - How to deal with increasing available match for future fiscal years?
    A plan could be adopted for additional dues in FY 2018-19 and beyond to provide additional match for available federal transportation funds.
## Revenue

<table>
<thead>
<tr>
<th>Current Budget</th>
<th>Proposed Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>Municipal Contribution</td>
<td>Municipal Contribution - Dues</td>
</tr>
<tr>
<td></td>
<td>Municipal Contribution - Special Projects</td>
</tr>
<tr>
<td></td>
<td>REX Development Contribution</td>
</tr>
<tr>
<td></td>
<td>SCRCOG Reserve Funds</td>
</tr>
</tbody>
</table>

## Transportation Planning

<table>
<thead>
<tr>
<th>Current Budget</th>
<th>Proposed Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>U.S. DOT - FY 2017-2018</td>
</tr>
<tr>
<td></td>
<td>U.S. DOT - Carryover</td>
</tr>
<tr>
<td></td>
<td>U.S. DOT - Mobility Management</td>
</tr>
<tr>
<td></td>
<td>CTDOT - FY 2017-2018</td>
</tr>
<tr>
<td></td>
<td>CTDOT - Carryover</td>
</tr>
<tr>
<td></td>
<td>CTDOT - Mobility Management</td>
</tr>
<tr>
<td></td>
<td>CTDOT - LOTCIP</td>
</tr>
</tbody>
</table>

## Regional Planning

<table>
<thead>
<tr>
<th>Current Budget</th>
<th>Proposed Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>CT OPM - Regional Services Grant (RSG)</td>
</tr>
<tr>
<td></td>
<td>CT OPM - RSG - Carryover (Previous FY)</td>
</tr>
<tr>
<td></td>
<td>Regional GIS Program</td>
</tr>
<tr>
<td></td>
<td>CT Secretary of the State - Regional Election Monitoring</td>
</tr>
<tr>
<td></td>
<td>CIRCA - Municipal Resilience Grants</td>
</tr>
<tr>
<td></td>
<td>Regional Open Space Inventory</td>
</tr>
</tbody>
</table>

## Coastal Resilience Planning Grant

<table>
<thead>
<tr>
<th>Current Budget</th>
<th>Proposed Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>NFWF - Coastal Resilience Planning Grant</td>
</tr>
</tbody>
</table>

## Regional Hazard Mitigation Plan

<table>
<thead>
<tr>
<th>Current Budget</th>
<th>Proposed Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Federal Emergency Management Agency</td>
</tr>
</tbody>
</table>

## Investment Income

<table>
<thead>
<tr>
<th>Current Budget</th>
<th>Proposed Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1,000</td>
</tr>
</tbody>
</table>

## TOTAL

<table>
<thead>
<tr>
<th>Current Budget</th>
<th>Proposed Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2,950,056</td>
</tr>
</tbody>
</table>

## Expenses

<table>
<thead>
<tr>
<th>Current Budget</th>
<th>Proposed Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>Salaries</td>
<td>536,771</td>
</tr>
<tr>
<td>Benefits</td>
<td>173,091</td>
</tr>
<tr>
<td>Travel</td>
<td>12,650</td>
</tr>
<tr>
<td>Computer Supplies &amp; Software</td>
<td>20,400</td>
</tr>
<tr>
<td>Rent</td>
<td>107,700</td>
</tr>
<tr>
<td>General Office Expenses</td>
<td>81,950</td>
</tr>
<tr>
<td>Transportation Consultants</td>
<td>610,000</td>
</tr>
<tr>
<td>Other Consultants</td>
<td>736,975</td>
</tr>
<tr>
<td>Capital</td>
<td>-</td>
</tr>
<tr>
<td>Contingency</td>
<td>11,287</td>
</tr>
<tr>
<td>Transportation - Reserved</td>
<td>215,225</td>
</tr>
<tr>
<td>LOTCIP - Reserved</td>
<td>167,279</td>
</tr>
<tr>
<td>Regional Open Space Inventory - Reserved</td>
<td>64,228</td>
</tr>
<tr>
<td>Regional Hazard Mitigation Grant - Reserved</td>
<td>187,500</td>
</tr>
<tr>
<td>Regional Planning Program - July 1, 2018 - Oct 31, 2018</td>
<td>-</td>
</tr>
<tr>
<td>CIRCA Grant - Reserved</td>
<td>25,000</td>
</tr>
</tbody>
</table>

## TOTAL

<table>
<thead>
<tr>
<th>Current Budget</th>
<th>Proposed Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2,950,056</td>
</tr>
</tbody>
</table>

South Central Regional Council of Governments
Fiscal Year 2017-18 Budget Summary
Proposed - May 24, 2017
**Fiscal Year 2017-18 Municipal Dues**

<table>
<thead>
<tr>
<th>Municipality</th>
<th>CT DPH Population (I)</th>
<th>FY 2017-18 Dues Per Capita (rounded to $100)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bethany</td>
<td>5,510</td>
<td>$1,600</td>
</tr>
<tr>
<td>Branford</td>
<td>28,145</td>
<td>8,200</td>
</tr>
<tr>
<td>East Haven</td>
<td>28,935</td>
<td>8,400</td>
</tr>
<tr>
<td>Guilford</td>
<td>22,350</td>
<td>6,500</td>
</tr>
<tr>
<td>Hamden</td>
<td>61,218</td>
<td>17,800</td>
</tr>
<tr>
<td>Madison</td>
<td>18,223</td>
<td>5,300</td>
</tr>
<tr>
<td>Meriden</td>
<td>59,988</td>
<td>17,400</td>
</tr>
<tr>
<td>Milford</td>
<td>53,592</td>
<td>15,500</td>
</tr>
<tr>
<td>New Haven</td>
<td>130,322</td>
<td>37,800</td>
</tr>
<tr>
<td>North Branford</td>
<td>14,263</td>
<td>4,100</td>
</tr>
<tr>
<td>North Haven</td>
<td>23,828</td>
<td>6,900</td>
</tr>
<tr>
<td>Orange</td>
<td>13,944</td>
<td>4,000</td>
</tr>
<tr>
<td>Wallingford</td>
<td>44,893</td>
<td>13,000</td>
</tr>
<tr>
<td>West Haven</td>
<td>54,927</td>
<td>15,900</td>
</tr>
<tr>
<td>Woodbridge</td>
<td>8,886</td>
<td>2,600</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>569,024</strong></td>
<td><strong>$165,000</strong></td>
</tr>
</tbody>
</table>

Resolution

South Central Regional Council of Governments Budget
Fiscal Year 2018 (July 1, 2017 – June 30, 2018)

Whereas: South Central Regional Council of Governments (SCRCOG) By-Laws prescribe that the Council shall review and approve SCRCOG budgets, and

Whereas: SCRCOG’s Executive Committee has reviewed and recommends acceptance of the proposed Fiscal Year 2018 budget totaling $2,794,624

Now, therefore be resolved by the South Central Regional Council of Governments:

That a Fiscal Year 2018 Budget is adopted (copy attached), and

That Fiscal Year 2018 SCRCOG municipal dues are established at 29 cents per capita, per the Connecticut Department of Public Health’s July 2015 population estimates.

Certificate:

The undersigned duly qualified and acting Secretary of the South Central Regional Council of Governments certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the SCRCOG on May 24, 2017.

Date: May 24, 2017

By: _________________________
First Selectman James Cosgrove, Secretary
South Central Regional Council of Governments
FY 2016-17 Budget Revision # 4

Budget Revision # 4 incorporates $50,000 of Connecticut Institute for Resilience and Climate Adaptation (CIRCA) funding for the development of a Design and Technical Guide for Implementing Innovative Municipal Scale Coastal Resilience in Southern Connecticut. A decision-making support tool and economic analysis will be applied to the following sites: Old Field Creek in West Haven and Cosey Beach in East Haven. SCRCOG, in collaboration with Alex Felson, Landscape Architect (AFLA) and Yale University, will undertake the completion of the Design and Technical Guide through the analysis of flexible and integrative approaches to coastal adaptation in the pilot sites.

Actual line item revisions are below, followed by a resolution authorizing Budget Revision #4.

<table>
<thead>
<tr>
<th>Revenue</th>
<th>Current Budget</th>
<th>Proposed Change</th>
<th>Revised Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>Municipal Contribution</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Municipal Contribution</td>
<td>154,000</td>
<td></td>
<td>154,000</td>
</tr>
<tr>
<td>SCRCOG Reserve Funds</td>
<td>11,247</td>
<td></td>
<td>11,247</td>
</tr>
<tr>
<td>Transportation Planning</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>U.S. DOT - FY 2016-2017</td>
<td>1,125,527</td>
<td></td>
<td>1,125,527</td>
</tr>
<tr>
<td>U.S. DOT - Carryover</td>
<td>36,000</td>
<td></td>
<td>36,000</td>
</tr>
<tr>
<td>U.S. DOT - Mobility Management</td>
<td>95,358</td>
<td></td>
<td>95,358</td>
</tr>
<tr>
<td>CTDOT - FY 2016-2017</td>
<td>140,691</td>
<td></td>
<td>140,691</td>
</tr>
<tr>
<td>CTDOT - Carryover</td>
<td>4,500</td>
<td></td>
<td>4,500</td>
</tr>
<tr>
<td>CTDOT - Mobility Management</td>
<td>23,840</td>
<td></td>
<td>23,840</td>
</tr>
<tr>
<td>CTDOT - LOTCIP</td>
<td>225,571</td>
<td></td>
<td>225,571</td>
</tr>
<tr>
<td>Regional Planning</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CT OPM - State Grant-in-Aid (SGIA)</td>
<td>360,000</td>
<td></td>
<td>360,000</td>
</tr>
<tr>
<td>CT OPM - SGIA - Carryover FY 15-16</td>
<td>109,100</td>
<td></td>
<td>109,100</td>
</tr>
<tr>
<td>Regional GIS Program</td>
<td>97,800</td>
<td></td>
<td>97,800</td>
</tr>
<tr>
<td>CT Secretary of the State - Regional Election Monitoring</td>
<td>5,000</td>
<td></td>
<td>5,000</td>
</tr>
<tr>
<td>CIRCA - Municipal Resilience Grant</td>
<td>26,027</td>
<td>50,000</td>
<td>76,027</td>
</tr>
<tr>
<td>Regional Open Space Inventory</td>
<td>74,228</td>
<td></td>
<td>74,228</td>
</tr>
<tr>
<td>Coastal Resilience Planning Grant</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NFWF - Coastal Resilience Planning Grant</td>
<td>207,667</td>
<td></td>
<td>207,667</td>
</tr>
<tr>
<td>Regional Hazard Mitigation Plan</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Federal Emergency Management Agency</td>
<td>202,500</td>
<td></td>
<td>202,500</td>
</tr>
<tr>
<td>Investment Income</td>
<td>1,000</td>
<td></td>
<td>1,000</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>2,900,056</td>
<td>50,000</td>
<td>2,950,056</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Expenses</th>
<th>Current Budget</th>
<th>Proposed Change</th>
<th>Revised Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>Salaries</td>
<td>536,771</td>
<td></td>
<td>536,771</td>
</tr>
<tr>
<td>Benefits</td>
<td>173,091</td>
<td></td>
<td>173,091</td>
</tr>
<tr>
<td>Travel</td>
<td>12,650</td>
<td></td>
<td>12,650</td>
</tr>
<tr>
<td>Computer Supplies &amp; Software</td>
<td>20,400</td>
<td></td>
<td>20,400</td>
</tr>
<tr>
<td>Rent</td>
<td>107,700</td>
<td></td>
<td>107,700</td>
</tr>
<tr>
<td>General Office Expenses</td>
<td>81,950</td>
<td></td>
<td>81,950</td>
</tr>
<tr>
<td>Transportation Consultants</td>
<td>610,000</td>
<td></td>
<td>610,000</td>
</tr>
<tr>
<td>Other Consultants</td>
<td>711,975</td>
<td>25,000</td>
<td>736,975</td>
</tr>
<tr>
<td>Capital</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Regional Open Space Inventory - Reserved</td>
<td>64,228</td>
<td></td>
<td>64,228</td>
</tr>
<tr>
<td>Regional Hazard Mitigation Grant - Reserved</td>
<td>187,500</td>
<td></td>
<td>187,500</td>
</tr>
<tr>
<td>CIRCA Grant - Reserved</td>
<td></td>
<td>25,000</td>
<td>25,000</td>
</tr>
<tr>
<td>Contingency</td>
<td>393,791</td>
<td></td>
<td>393,791</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>2,900,056</td>
<td>50,000</td>
<td>2,950,056</td>
</tr>
</tbody>
</table>
Resolution

South Central Regional Council of Governments
Fiscal Year 2016-17 - Budget Revision # 4

Whereas: The South Central Regional Council of Governments adopted an operating budget for Fiscal Year 2016-17 on May 25, 2016;

Whereas: SCROCG Approved Budget Revision #1 on July 1, 2016;

Whereas: SCRCOG approved Budget Revision #2 on February 1, 2017;

Whereas: SCRCOG approved Budget Revision #2 on April 26, 2017; and

Whereas: SCRCOG has been awarded $50,000 from the Connecticut Institute for Resilience and Climate Adaptation (CIRCA) for the development of a Design and Technical Guide for Implementing Innovative Municipal Scale Coastal Resilience in Southern Connecticut. A decision-making support tool and economic analysis will be applied to the following sites: Old Field Creek in West Haven and Cosey Beach in East Haven.

Now, therefore be resolved by the South Central Regional Council of Governments:

That Fiscal Year 2016-17 Budget Revision # 4, which incorporates $50,000 of Connecticut Institute for Resilience and Climate Adaptation (CIRCA) funding for the development of a Design and Technical Guide for Implementing Innovative Municipal Scale Coastal Resilience in Southern Connecticut, is adopted.

Certificate:

The undersigned duly qualified and acting Secretary of the South Central Regional Council of Governments certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the South Central Regional Council of Governments on May 24, 2017.

Date: May 24, 2017  By:

First Selectman James Cosgrove, Secretary
South Central Regional Council of Governments
Resolution in Support of the City of West Haven’s Application for the Responsible Growth and Transit-Oriented Development (TOD) Grant Program

Whereas: The Connecticut Office of Policy and Management (OPM) has issued a Request for Applications (RFA) for the Responsible Growth and Transit-Oriented Development (TOD) Grant Program;

Whereas: The City of West Haven intends to submit an application in response to the RFA issued by OPM for the Responsible Growth and Transit-Oriented Development (TOD) Grant Program for the reconstruction of the Railroad Avenue/Frontage Road and its connection to the Yale West Campus, including improving access to the West Haven Railroad Station consistent with TOD as defined in Section 13b-79o of the Connecticut General Statutes;

Whereas: The application from the City of West Haven is consistent with the policies in both the State and Regional Plan of Conservation and Development of revitalizing existing centers, and increasing the sustainability of the transit system;

Whereas: The application from the City of West Haven seeks to increase access to the West Haven Railroad Station, improve infrastructure for current and future development, and provide opportunities for walking and biking through the Railroad Avenue/Frontage Road Connection to Yale West Campus Project; and

Whereas: The application from the City of West Haven will leverage the SCRCOG Regional TOD Feasibility Study and municipal studies previously completed.

Now, Therefore, Be It Resolved By the South Central Regional Council of Governments (SCRCOG) that:

SCRCOG supports the City of West Haven’s application to apply for funding under the Responsible Growth and Transit-Oriented Development (TOD) Grant Program as it meets the region’s goals of improving access to transit, and supporting alternate transportation modes.

The undersigned duly qualified and acting Secretary of the South Central Regional Council of Governments certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the South Central Regional Council of Governments on May 24, 2017.

Date: May 24, 2017

By: ______________________________

First Selectman James Cosgrove, Secretary
South Central Regional Council of Governments
Business Recruitment, Retention

Business Assistance
CEDAS Best Practices Seminar
EDA Grants Webinar

Business Attraction & Recruitment
Looking for two locations 40,000-60,000 sq. ft.

Hannover Messe, 4/24-28
Discover New England Summit, 4/24-26, 2017, Bretton Woods, NH
BioMed Device Boston, 5/3 & 4
Eastec, 5/16-18
MD&M East June 13-15
Bio June 19-22
SelectUSA June 18-20

Business Development
Sikorsky Supplier Summit June 5

Featured Development Site

109 Water St.
New Haven
1,000-20,000 sq. ft.

May 15
House of Naan Ribbon-cutting

May 15
Tesla Supercharger Opens at Connecticut Post Mall

May 4
Ginny Kozlowski
CT Tourism Legacy Leader Award
Regional Collaboration
2018 CEDS Strategic Planning Committee
CERC Board Meeting
Brownfield Program
EPA Seminar

Education & Training
Entrepreneurs & Startups
Assisted Elm City Innovation Collaborative on grant submission for CTNext Innovation Places award
BioPath Advisory Board Meeting

Advocacy
American Hotel & Lodging Association Legislative Action Summit, 5/17-18
Tourism Day at the State Capitol
Tourism Public Hearing
GNHCC Governmental Affairs Committee Meeting

Expand Global Opportunities
Tradeshows
- Discover New England Summit, 4/24-26, 2017, Bretton Woods, NH
- BioMed Device Boston, 5/3 & 4
- Eastec, 5/16-18
- MD&M, 6/13-15

Marketing & Communications
Editorial meeting with WTNH regarding conveyance of Union Station

Recent Municipal CEDS Meetings
Milford, 5/3
Hamden, 5/9

REDFO
May 19
Erron Smith
CERC, International Recruiting

Visitor Newsletter Features
- Guilford Craft Expo
- Robin Hood’s Faire
- Shubert Theatre 2017-2018 Season
- Cherry Blossom Festival
- Meriden Daffodil Fest
Integrate Arts, Culture & Preservation with Economic Development

Tourism

Governor’s Conference on Tourism, May 4—Ginny Kozlowski awarded the CT Office of Tourism Legacy Award

German Tour Operators Familiarization Tour

Denmark Tour Operators Familiarization Tour

Metro-North Getaway Day—May 17

Tourism Brochure Swap—May 25
<table>
<thead>
<tr>
<th>Ref. #</th>
<th>Received</th>
<th>Description</th>
<th>Adjacent RPC Towns</th>
<th>Abridged RPC Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.1</td>
<td>3/24/2017</td>
<td><em>Town of North Haven: Town of North Haven Plan of Conservation and Development Update</em></td>
<td>East Haven, Hamden, New Haven, North Branford, Wallingford</td>
<td>By resolution, the RPC has determined that the Plan of Conservation and Development for the Town of North Haven appears to be consistent with the policies and goals identified in both the State and Regional Plans of Conservation and Development.</td>
</tr>
<tr>
<td>2.2</td>
<td>4/17/2017</td>
<td><em>City of West Haven: City of West Haven Plan of Conservation and Development Update</em></td>
<td>Milford, New Haven, Orange</td>
<td>By resolution, the RPC has determined that the Plan of Conservation and Development for the City of West Haven appears to be consistent with the policies and goals identified in both the State and Regional Plans of Conservation and Development.</td>
</tr>
<tr>
<td>2.3</td>
<td>5/1/2017</td>
<td><em>Town of Orange: Proposed Zoning Regulation Amendments to the TODD District Zoning Regulations, the Orange Zoning Map, and the Town of Orange 2015 POCD.</em></td>
<td>Milford, New Haven, West Haven, Woodbridge</td>
<td>By resolution, the RPC has determined that the proposed zoning regulation amendments do not appear to cause any negative inter-municipal impacts to the towns in the South Central Region nor do there appear to be any impacts to the habitat or ecosystem of the Long Island Sound.</td>
</tr>
<tr>
<td>2.4</td>
<td>5/3/2017</td>
<td><em>Town of Madison: Proposed Zoning Regulation Amendments to Section 6.1.2.2, 6.15.2, and 6.15.7 regarding Multi-Family Dwelling Units in the C District.</em></td>
<td>Guilford</td>
<td>By resolution, the RPC has determined that the proposed zoning regulation amendments do not appear to cause any negative inter-municipal impacts to the towns in the South Central Region nor do there appear to be any impacts to the habitat or ecosystem of the Long Island Sound.</td>
</tr>
</tbody>
</table>
May 24, 2017

Katie Scharf Dykes, Chair
Public Utility Regulatory Authority
Ten Franklin Square
New Britain, CT 06051

RE: Electric Utility Tree Trimming Procedures: Clean-Up and Disposal/ Tree Stump Grinding

Dear Ms. Dykes:

The South Central Regional Council of Governments (SCRCOG) represents the 15 municipalities in the Greater New Haven area. At our SCRCOG Board meeting today, the mayors, first selectmen and city/town managers representing our municipal members voted to direct me to send you this correspondence. They wished to express their concerns with the lack of enforceable standards for utility tree trimming clean-up and disposal and the exorbitant cost to municipalities of tree stump grinding.

While Connecticut General Statutes, Section 16-234, provides practical standards and processes for the initiation of pruning or removal of trees in the utility vegetation management context, little or no attention is paid in the statutes to the process and cost of the aftermath of the pruning or removal of trees by utility companies. While our region’s municipalities have developed a good working relationship with their electric utilities and have been able to function well within the standards established for obtaining permission for the pruning or removal of trees in the Utility Protection Zone (UPZ), there remain problems in the post pruning/removal stage. Our municipal leaders are requesting that PURA consider developing standards for the clean-up and removal phase of the utility vegetation management process. Alternatively, it would be acceptable for the utility companies to meet with all of the representatives of the municipalities of our region to develop voluntary standards for clean-up and disposal. SCRCOG would be pleased to set up such a meeting.

Specifically, some of our municipal leaders have cited instances of long tree trunks being left behind intact, rather than being cut up into reasonable lengths (perhaps 2 feet for firewood use and easy removal). Others have cited poorly performed clean-up and long delays or lack of disposal of the remnants of tree pruning or removal. Still others complain that leaving behind high tree stumps presents an aesthetic and safety problem for the municipalities, as well as imposing a substantial cost to municipal taxpayers.

Therefore, our regions municipalities also request that PURA re-examine its decision in Docket No. 12-01-10 to not allow utility companies to pass along their costs of stump grinding. The
costs cited by the utility companies in that Decision appear to involve the re-planting of trees. Our municipalities do not want re-planting, but they do want the option of “tree removal” being defined as being cut flush with the ground or the utility companies being responsible for stump grinding. The PURA Decision indicated that “the Authority will defer any additional stump grinding … until it completes its investigation of the circumstances as to when stump grinding may be performed in the UPZ”.

We understand the electric distribution system to be integrated and inter-dependent. A tree falling into a power line in one community may cause an expensive power outage to one other or many other nearby communities. Charging an individual municipality for stump grinding for a tree in its borders does not comport with the unitary nature of the electric distribution system. The cost should be borne by the ratepayers for maintenance of the reliability of the integrated system. Those costs could be mitigated by procedures allowing the local tree warden and the municipality to waive the requirement of stump grinding, in favor of cutting the tree trunk flush to the ground or leaving a stump in circumstances where the location is rural or where it is unlikely to present an aesthetic or safety concern.

We have copied the DEEP because of the requirement that the agency review the vegetation management practices of each electric distribution company. We have also copied UI (Avangrid) and Eversource in the hopes that we could reach agreement on voluntary standards for post-tree pruning/removal procedures. Finally, we ask you to determine how best this request to PURA for imposition of standards for such procedures and enforcement might be scheduled for consideration by the Authority.

Thank you for your attention to this matter.

Sincerely,

Carl Amento
Executive Director

Cc: Commissioner Robert J. Klee, CT DEEP
    Cathy Lezon, Community Relations Lead, Eversource
    Thomas Cariglio, Senior Strategic Account Manager, UIL Holdings Corp
Transportation Planning Work Program
Unified Planning Work Program

Fiscal Year 2018 and Fiscal Year 2019
July 2017 - June 2018
July 2018 - June 2019

Final as recommended by Transportation Committee 5-10-17

South Central Regional Council of Governments
127 Washington Avenue, 4th Floor West
North Haven, Connecticut 06473
Tel. (203) 234-7555
Fax (203) 234-9850
Website: www.sercog.org
<table>
<thead>
<tr>
<th>Contents</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Introduction</td>
<td>1</td>
</tr>
<tr>
<td>Key Issues for the FY 2018 and FY 2019 Program Years</td>
<td>1</td>
</tr>
<tr>
<td>Task 1: Management of the Planning Process</td>
<td>5</td>
</tr>
<tr>
<td>Task 2: Data Collection/Analysis – Monitoring and Projections</td>
<td>6</td>
</tr>
<tr>
<td>Task 3: Transportation Planning Activities</td>
<td>7</td>
</tr>
<tr>
<td>Task 4: Other Technical Assistance</td>
<td>14</td>
</tr>
<tr>
<td>Task 5: Public Participation</td>
<td>15</td>
</tr>
<tr>
<td>Appendix A: Budget Tables</td>
<td>18</td>
</tr>
<tr>
<td>Appendix B: Statement of Cooperative MPO/State/Transit Operators Planning Roles and Responsibilities</td>
<td>24</td>
</tr>
</tbody>
</table>
Introduction

The South Central Connecticut Region includes the entire corporate limits of the fifteen municipalities in the Greater New Haven area - Bethany, Branford, East Haven Guilford, Hamden, Madison, Meriden, Milford, New Haven, North Branford, North Haven, Orange, Wallingford, West Haven, and Woodbridge. The Region is a Council of Governments, as permitted by the Connecticut General Statutes, with each municipality represented by its chief elected official. The Council meets monthly to act on regional business and oversee the transportation activities of the Region. Recommendations concerning transportation actions are forwarded to the Council from the Transportation Committee, consisting of seven members of the Council, and the Transportation Technical Committee, which includes an appointed staff person from each municipality. These two committees meet jointly each month to recommend actions for consideration by the Council on transportation matters.

The Unified Planning Work Program (UPWP) is adopted in accord with federal code (23CFR Part 450.308) and governs the transportation planning activities of the Region. These planning activities include planning partners at the federal level of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) and, at the state level, the Connecticut Department of Transportation (CTDOT).

It is noted that the FY 19 activities shown herein are subject to SCRCOG approval of the SCRCOG FY19 budget and may be adjusted after funding levels are confirmed.

Key Issues for the 2018 and 2019 Program Years

Responding to the Goals of FAST Act

The Federal transportation act, Fixing America’s Surface Transportation (FAST), identifies ten (10) planning factors that Metropolitan Planning Organizations (MPOs), such as the South Central Regional Council of Governments (SCRCOG), must consider in their Unified Planning Work Programs (UPWP). These general planning goals are:

1. Economic Vitality – Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
2. Safety – Increase the safety of the transportation system for motorized and non-motorized users;
3. Security – Increase the security of the transportation system for motorized and non-motorized users;
4. Environment – Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
5. **System Integration** – Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;

6. **System Accessibility and Mobility** – Increase the accessibility and mobility for people and freight;

7. **System Management** – Promote efficient system management and operation;

8. **System Preservation** – Emphasize preservation of the existing transportation system;

9. **System Resiliency and Reliability** – Improve the resiliency and reliability while reducing or mitigating the stormwater impacts of surface transportation, and;

10. **Travel and Tourism** – Promote and enhance travel and tourism.

Responding to State and Federal guidelines, SCRCOG completed, in May 2015, an update of the Long Range Transportation Plan (LRTP). The LRTP incorporates all responses to outreach and establishes regional goals. During the period covered by this UPWP, an update of the LRTP must be accomplished and completed by May, 2019. Similarly, the update of the 2008 Regional Plan of Conservation and Development (POCD) will be completed by spring 2018. The SCRCOG POCD suggests strategies for future actions in the Region.

Safety of our transportation network is an important concern and a key consideration in the selection and prioritization of future projects. The Connecticut Strategic Highway Safety Plan provides a framework for increasing highway safety.

Mobility of the region’s population is another key goal of any transportation solution. The proposed work program elements respond to the planning goals noted above.

The addition of travel and tourism as a planning goal allows SCRCOG to work with REX Development. REX currently provides travel and tourism promotion for the region. The current state budget has reduced tourism and travel promotion. Working with REX, SCRCOG can meet this planning goal.

SCRCOG’s FY 2018 and FY 2019 UPWP addresses major regional transportation issues and opportunities through a combination of regional staff effort, consultant support and coordination with CTDOT and the related staff work at our member cities and towns.

This UPWP summarizes ongoing staff work, such as inter-agency coordination, analysis and utilization of the latest available census and demographic data, data monitoring, modeling and outreach, as well as special projects to be conducted during the coming fiscal year. The FY 2018 and FY 2019 UPWP utilizes and builds upon previous year activities.

For each of these tasks, the following sections of the UPWP identify objectives, and major activities for the FY 2018 and FY 2019 work program. Products, such as technical memoranda, final reports or other documentation are also noted, and the anticipated schedule for major work tasks is identified. Maintaining a balanced, multi-modal transportation program is a critical element in meeting State and Federal planning guidelines.
The FY 2018 and FY 2019 Unified Planning Work Program consists of five work tasks:

**Task 1: Management of the Planning Process** - Program Administration

**Task 2: Data Collection/Analysis** - Monitoring and Projections

**Task 3: Planning Activities**

**Task 4: Other Technical Assistance**

**Task 5: Public Participation**

### Work Program Highlights - FY 2018

<table>
<thead>
<tr>
<th>Program Element/Study</th>
<th>Description</th>
<th>Consultant Support</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of Meriden</td>
<td>East Main Street Study from I-91 to Paddock Avenue</td>
<td>$65,000</td>
</tr>
<tr>
<td>City of New Haven Sign Inventory Program, Phase 2</td>
<td>Phase 2 to complete citywide inventory of road and street signs, providing software for management and recommendations for upgrades and regulatory compliance</td>
<td>$150,000</td>
</tr>
<tr>
<td>City of New Haven State Street Signal Timing</td>
<td>Optimization Timing Study for Pedestrian and Vehicle Flow along State Street from Audubon Street to Ferry Street</td>
<td>$90,000</td>
</tr>
<tr>
<td>Town of Branford–Branford Connector Corridor Study</td>
<td>Corridor Study of Branford Connector to improve safety, operational concerns, and geometric deficiencies while addressing circulation and pedestrian issues – completion of study in FY 18</td>
<td>$45,000</td>
</tr>
<tr>
<td>Congestion Management Process</td>
<td>Additional data collection and implementation of CMP recommendations from previous study. Continued input to tie our CMP efforts with the Lower Connecticut River Valley COG as the two main areas of the New Haven TMA</td>
<td>$60,000</td>
</tr>
<tr>
<td>New Haven Freight Study</td>
<td>Study to enhance the freight functions of the port and surrounding areas to maximize freight operations and improve facilities.</td>
<td>$90,000</td>
</tr>
</tbody>
</table>
Regionwide Street Centerline Update

Utilize recent aerial flight data to improve and enhance street centerline information for all highways in the region. $50,000

*Regionwide GIS and data upgrade for asset management and planning purposes

Utilize recent flight data to enhance current GIS and asset management data and provide improved asset management tools for use by region and member municipalities as well as advanced planning data through planimetrics $500,000

*Travel and Tourism Enhancement

Utilize REX Development to further advance and promote travel and tourism in the region $35,000

Total $1,085,000

* Expected to continue into FY19

Work Program Highlights - FY 2019

<table>
<thead>
<tr>
<th>Program Element/Study</th>
<th>Description</th>
<th>Consultant Support</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of New Haven Two-way Transit Study</td>
<td>Building on previous traffic two-way studies, study transit routing options made viable by changes to traffic flow directions on city streets</td>
<td>$90,000</td>
</tr>
<tr>
<td>City of New Haven Transportation Demand Management</td>
<td>Study to plan and promote a Transportation Management Association with the City and major employers</td>
<td>$65,000</td>
</tr>
<tr>
<td>Transportation Vulnerability and Resiliency Study Phase 2</td>
<td>Additional regional study to assess major transportation vulnerability and resiliency issues and identify options and projects to improve resiliency and reduce vulnerability</td>
<td>$60,000</td>
</tr>
<tr>
<td><strong>Regionwide GIS and data upgrade for asset management and planning purposes</strong></td>
<td>Utilize recent flight data to enhance current GIS and asset management data and provide improved asset management tools for use by region and member municipalities as well as advanced planning data through planimetrics</td>
<td>$135,000</td>
</tr>
<tr>
<td>Regional GIS Viewer Hosting and Maintenance</td>
<td></td>
<td>$20,000</td>
</tr>
<tr>
<td><strong>Travel and Tourism Enhancement</strong></td>
<td>Utilize REX Development to further advance and promote travel and tourism in the region</td>
<td>$35,000</td>
</tr>
</tbody>
</table>

Total $405,000

** Continued from FY 18
Task 1: Management of the Planning Process – Program Administration

Objectives

1. Schedule planning activities and allocate staff resources appropriately to conduct all identified UPWP work tasks in a timely and efficient manner.

2. Prepare and adopt a planning work program for the next fiscal period.

3. Ensure that expenditures are well documented and cost-effective.

Major 2018 and 2019 Activities

Mid-Year FY 2018 Work Program Review
Review and adjust the work program relative to emerging issues, opportunities and progress through the first six months.

Review of FY 2019 Work Program
Review and amend FY 2019 program in response to final funding levels and emerging requests from member municipalities. (February-May 2018)

Prepare FY20 and FY 21 UPWP
Preparation of FY20 and FY21 UPWP for adoption prior to start of FY 20. (February-May 2019)

Certification
Re-certification process was accomplished in FY 2017. Work with CTDOT, FHWA and FTA to document compliance with applicable federal standards and recertification requirements. For FY 2018 and FY 2019, annual self-certification will be approved by Council members (Mayors and First Selectmen) stating that the planning process is consistent with applicable federal regulations.

Products/Reports

- Financial Control. Maintain financial records and develop reports in accordance with USDOT and CTDOT regulations and guidance.

- Quarterly Reports. Develop quarterly narrative and financial status reports for funding agencies.


This task requires continuing activity throughout the years. Reporting milestones are noted above.
**Task 2: Data Collection/Analysis – Monitoring and Projections**

**Objectives**

1. Provide a database for regional transportation planning in close coordination with Connecticut Department of Transportation (CTDOT) data developed for statewide needs.

2. Maintain regional highway and transit databases as components of SCRCOG’s regional travel demand model.

3. Coordinate data acquisition with CTDOT and member municipalities to ensure the utility and compatibility of data.

**Major 2018 and 2019 Activities**

**Demand Modeling Database**
Maintain the region’s travel demand model. Integrate new CTDOT traffic counts obtained through consultant supported work. Continue network maintenance for additions and changes to the roadway and transit systems.

**Traffic Data Collection Program**
Continue major intersections counting program within the consultant supported project work to collect data at those intersections that are identified at the municipal level for evaluation of congestion and safety-related issues. As in the past, share the proposed counting program with municipalities and CTDOT's Office of Traffic Engineering and coordinate with other data collection programs at the state and local level.

**Rail and Commuter Parking Lot Occupancy Survey**
Monitor late-morning occupancy (maximum occupancy) at New Haven’s Union Station, at the West Haven and Milford Railroad Stations and at the Branford, Guilford and Madison Shore Line East stations as well as lots adjacent to I-95 and I-91 on a quarterly basis and publish data on the SCRCOG website.

**Congestion Monitoring**
SCRCOG staff will work with municipal staff to identify target areas for operations and management strategies (O&M) including development and implementation of Intelligent Transportation System (ITS) strategies and technologies in the region, as well as Travel Demand Management (TDM). Consultant-supported work will include preparation of required reports. Staff will continue to cooperate with CTDOT on the six elements of the congestion management process (CMP): (1) Determining the CMP network in the Region, (2) defining congestion, identifying congested links, (3) developing strategies to address congested links, (4) implementing strategies: (5) short and (6) long term, and monitoring the network. Activities will focus on the recommendations from previous consultant supported studies and as per CTDOT guidance.

**Safety Monitoring**
Review safety data, goals, objectives and strategies to promote safety and solicit projects for participation in the CTDOT Local Accident Reduction Program. Work with CTDOT to further implementation of the Connecticut Strategic Highway Safety Plan.

Capital Expenditures Report
Assist CTDOT with the Local Highway Finance Report (form FHWA-536) on capital expenditures on local roads.

Products

- Model Database Updates.
- Traffic Data Collection within consultant-supported work.
- Commuter Parking Lot Occupancy Data.
- Congestion Management Process review with CTDOT and recommendations.

Schedule

Traffic Data Collection
Any counting will occur with FY 2018 and FY 2019 consultant-supported projects.

Rail and Commuter Parking Lot Occupancy Survey
Quarterly rail and commuter parking lot occupancy data collection. (September and December 2017; March and June 2018, September and December 2018; March and June 2019).

Congestion Monitoring
Activities will occur over the fiscal years as recommended by previous studies and as per CTDOT and FHWA guidance.

This task requires continuing activity throughout the years. Reporting milestones are noted above.

Task 3: Transportation Planning Activities
Objectives

1. Maintain a four-year Transportation Improvement Program reflecting current regional priorities, long-range regional objectives, and FAST Act transportation planning requirements. Adopt new TIP in accord with CTDOT timeframe. Accompany TIP actions with an air quality conformity statement, as appropriate, establishing relationships to the State Implementation Plan for Air Quality.

2. Facilitate public awareness of the adoption process for the TIP and STIP, and provide the opportunity for public comment on TIP-related actions at the SCRCOG level.


4. Develop recommended capital and operational improvements to enhance the existing transportation system, including consideration for the development and implementation of Transportation Systems Management and Operations (TSMO) improvements, advancing the use of Intelligent Transportation Systems (ITS) strategies and technologies in the region, as well as Travel Demand Management measures.

5. Coordinate the Regional Plan of Conservation and Development with member municipalities.

6. Identify general direction for future SCRCOG work and offer member municipalities a range of options and experience gained from basic planning research.

7. Continue to work with the State of Connecticut Governor’s Transit Oriented Development initiatives, the Connecticut Department of Transportation (CTDOT) and other state agencies to plan transit improvements and provide support for transit oriented development (TOD) and affordable housing in the vicinity of existing and proposed transit corridors.

8. Continue coordinated planning to promote safety, livable communities and environmental sustainability.

9. Continue to advance programs for the preservation of the existing transportation system, including actions which maintain the transportation system in a “state of good repair”.

10. Continue to meet FAST Act requirements, with the inclusion of performance measures as they are finalized.
**Major 2018 and 2019 Activities**

**Review of Land Use and Transportation Models**
SCRCOG staff will work with municipal staff to assess impacts of projected land uses on transportation in the Region. Land use decisions will be analyzed to assess and promote consistency with Long Range Transportation Plan and the State, Regional, and local Plans of Conservation and Development. Identification of major growth corridors and review of major transportation improvements will help frame preferred growth patterns including transit-oriented development (TOD) and smart growth initiatives. Help advance initiatives that reduce dependence on single occupancy vehicles and improve the region’s air quality. Technical assistance will be provided to the Region’s municipalities as requested. Staff will work to support State efforts to fund transit improvements and TOD through CTDOT projects. These include the West Haven train station related TOD, Union Station proposed TOD, pilot program TOD in Meriden as authorized by statute and other potential TOD proposals throughout the Region. These efforts, in coordination with other tasks outlined herein, will move the region towards the goal of safe, livable communities, and work towards environmental sustainability.

**Maintain FY2015-FY2018 TIP adopt FY2018-FY2021 TIP**
Update as required the adopted four-year Transportation Improvement Program (TIP). The TIP is consistent with the region’s Long Range Transportation Plan 2015-2040 and state-defined financial constraints. Adopt and maintain FY2018-FY2021 TIP in accord with CTDOT timeline.

**Review and update Long Range Transportation Plan**
Review as necessary the Region’s Long Range Transportation Plan to insure consistency with regional and state goals. Update through coordination with CTDOT and various other entities in accord with guidance and federal requirements completing the update by the May, 2019 deadline.

**Environmental Justice and Title VI**
Utilize 2010 Census data and latest available American Community Survey data to identify changes to EJ areas and evaluate impacts of plans and programs on these areas. Continue outreach and activities to meet the requirements of Title VI.

**Surface Transportation Program**
Establish regional priorities with CTDOT to facilitate the annual statewide program development process. Maintain a multi-year program that balances priorities, costs, available funds and the progress of individual projects. Sustain a continuous interchange with municipalities advancing Surface Transportation Program and Local Transportation Capital Improvement Program (LOTCIP) projects on municipal roads per CTDOT guidelines. Continue Council monitoring of programmed work through monthly review. Continue programming consultation with regional planning organizations comprising the Bridgeport-Stamford and New Haven-Meriden urbanized areas.

**Air Quality/ Environmental Planning**
Work with CTDOT to give consideration to the impacts of climate change and air quality on the transportation decision making process. Work with CTDOT to make the necessary air conformity determinations based upon CTDOT modeling.

**FTA Section 5310 Outreach to Private Non-Profit Organizations and Local Public Bodies**
Share notice of an annual Section 5310 grant funding and help potential applicants advance proposals consistent with FTA and CTDOT guidelines (January 2018 and January 2019).

**Local Transit Districts**
Continue attendance at Greater New Haven Transit District meetings and, periodically, at meetings of the Meriden Transit District and the Milford Transit District. Meetings provide feedback for the areawide planning and programming process.

**Local Accident Reduction Program**
Prepare municipal local accident reduction program applications per annual state/regional outreach, emphasizing a state/federal pedestrian safety focus. Develop proposals with municipal staff, frame material for municipal review and advance proposals for Council review per longstanding practice (April 2018 and April 2019).

**Congestion Mitigation/ Air Quality**
As per CTDOT guidance, solicit proposals from the Region for ranking and forwarding to CTDOT for new congestion mitigation/air quality funding under the FAST Act.

**Traffic Diversion Routes**
Continue review of previous individual municipal plans completed by CTDOT and implemented by the Region as they are impacted by new construction and roadway modifications.

**FY 2018 Consultant Supported Activity**
Nine studies will be conducted by consultants engaged by the Region. All consultant work will be undertaken in a manner consistent with the National Environmental Policy Act (NEPA). Any studies undertaken by the Region that impact state transportation systems or highways will identify the role and/or assistance expected from CTDOT, including resources and outcome. It is the goal of the Region to accomplish these studies within FY18 unless noted otherwise.

*City of Meriden East Main Street* – Study to evaluate access options, safety improvements and configuration options and costs to improve safety and operations.

*City of New Haven Sign Inventory Phase 2* – Program to complete citywide inventory of road and street signs, providing software for management and recommendations for upgrades and regulatory compliance.

*City of New Haven, State Street Signal Timing Study* – Optimization Timing Study for Pedestrian and Vehicle Flow along State Street from Audubon Street to Ferry Street
**Town of Branford Branford Connector Corridor Study** - Corridor Study of Branford Connector to improve safety, operational concerns, and geometric deficiencies while addressing circulation and pedestrian issues - completion of study in FY18.

**Congestion Management Process** – Additional data collection and implementation of CMP recommendations from previous studies. Continued input to tie our CMP efforts with Lower Conn River Valley COG as the two main areas of the New Haven TMA.

**City of New Haven Freight Study** - Study to enhance the freight functions of the port and surrounding areas to maximize freight operations and improve facilities.

**GIS Centerline Update** - Utilize recent aerial flight data to improve and enhance street centerline information for all highways in the region.

**Regionwide GIS and data upgrade for asset management and planning purposes** - Utilize recent flight data to enhance current GIS and asset management data and provide improved asset management tools for use by region and member municipalities as well as advanced planning data through planimetrics.

**Travel and Tourism Enhancement** - Utilize REX Development to further advance and promote travel and tourism in the region.

*This project to be continued into FY19.

**FY 2019 Consultant Supported Activity**

Six studies will be conducted by consultants engaged by the Region. All consultant work will be undertaken in a manner consistent with the National Environmental Policy Act (NEPA). Any studies undertaken by the Region that impact state transportation systems or highways will identify the role and/or assistance expected from CTDOT, including resources and outcome. It is the goal of the Region to accomplish these studies within FY19 unless noted otherwise.

**City of New Haven Two Way Transit Study** - Building on previous traffic two way studies, study transit routing options made viable by changes to traffic flow directions on city streets

**City of New Haven Transportation Demand Management** - Study to plan and promote a Transportation Management Association with the City and major employers.

**Transportation Vulnerability and Resiliency Study Phase 2** – Additional regional study to assess major transportation vulnerability and resiliency issues and identify options and projects to improve resiliency and reduce vulnerability.

**Regionwide GIS and data upgrade for asset management and planning purposes** - Utilize recent flight data to enhance current GIS and asset management data and provide improved asset
management tools for use by region and member municipalities as well as advanced planning data through planimetrics.

*Travel and Tourism Enhancement** - Utilize REX Development to further advance and promote travel and tourism in the region.

*Regional GIS Viewer – Hosting and Maintenance*

** This project continued from FY18.

**Other Planning Activities**

*Locally Coordinated Public Transit Human Services Transportation Plan (LOCHSTP)*

This requirement is the planning element under which SCRCOG will continue to coordinate transit services to provide for the basic mobility needs of the Region’s elderly and disabled under the Section 5310 program, Enhanced Mobility for Seniors and Persons with Disabilities. In 2014, the Region established a Mobility Management Program and engaged a Mobility Ombudsman to facilitate outreach to potential users, service providers and municipalities to identify service gaps and needs. During FY 2018 and FY 2019, staff will continue outreach to service providers and CTDOT and work with them to implement service priorities.

*Municipal Assistance*

SCRCOG will assist its member municipalities in ongoing programs such as STP-Urban, CMAQ, TAP, LOTCIP, and other appropriate programs. The assistance shall include information dissemination, assistance in application preparation, screening and prioritization as necessary.

*Transit Planning*

Most day-to-day operational planning for the transit systems in the South Central region is done at the individual agency level (i.e. by Greater New Haven Transit District, CTTransit, Milford Transit District and Meriden Transit District). SCRCOG staff play a role in coordinating programs among these operators, assessing demographic and land use policies that will impact the viability of transit services, and identifying new opportunities for transit service outside the existing route network and service areas. Staff attends transit meetings in the region. Recommendations of the FY 2008 Regional Transit Implementation Project will be pursued. Initiatives that increase transit usage and reduce the usage of single occupancy vehicles and contribute to improving air quality in the region will be prioritized. It is anticipated that the recommendations of the currently underway *Move New Haven Study* will be utilized to form additional future initiatives.

*Freight Planning*

Planning for more efficient truck freight movement and reducing the impacts of existing truck trips on adjacent residential areas has been a key element of previous UPWP studies. SCRCOG staff will continue to monitor freight movement trends in the region and identify opportunities for improved movements and efficiencies which will also reduce the impacts of all modes of goods movement on the air quality in the region.
Staff will work with CTDOT on the state freight plan and assist the Department identifying bottlenecks, needed improvements and estimated costs to improve freight movement into and through the region, the state, and surrounding states.

Staff will work with CTDOT to maintain the list of freight stakeholders and operators in the region, as well as GIS data on freight-related land uses and stakeholders and major generators. As known, staff will maintain a multi-modal list of freight movement constraints. Staff will also work with CTDOT on the difficult issue of providing sufficient truck parking opportunities. As appropriate, outreach to freight stakeholders will be made under the Public Participation Guidelines.

Other freight-related staff activities will focus on evaluation of intermodal issues relating to the Port of New Haven and potential expanded utilization, assisting, as appropriate, the City of New Haven and the Port Authority of New Haven with their evaluation of site and development alternatives for the proposed intermodal terminals at the Port. Staff will continue to work with municipalities and the State to maximize future intermodal opportunities as they develop throughout the Region.

Improvements to track connections in the vicinity of the Port of New Haven completed with the cooperation of the property owners allow direct connection between the port area and the mainline rail network. This connection substantially enhances the economics of intermodal freight shipment and will provide strong economic development benefits to the region.

The runway safety improvements at Tweed New Haven Airport allow for improved freight utilization at the Airport. SCRCOG staff will work with the Airport Authority, Town of East Haven and City of New Haven to evaluate potential increased freight operations to reduce congestion on the region’s interstates and provide timely delivery of goods and food products to the region.

**Operations and Management Strategies**
SCRCOG staff will continue to review State ITS Architecture refinements, and will ensure coordination with regional and local plans. Many of the study efforts outlined above are focused on alleviating traffic congestion and thereby improving air quality through enhanced operation and utilization of existing transportation highway and transit system assets.

**Safety Activities**
SCRCOG staff will continue to work with CTDOT, member municipalities and other regional entities to advance safety programs and activities in the region. SCRCOG will participate in the implementation of CTDOT’s Strategic Highway Safety Plan and incorporate its recommendations into regional plans and activities. SCRCOG has agreed to partner with CTDOT as an urban model in the development of a regional transportation safety plan.

**Climate Change and Resiliency**
Work in cooperation with CTDOT and other state and local agencies to improve transportation system resiliency in the face of climate change, sea level rise and severe storms. Support
CTDOT’s climate change and resiliency planning efforts. SCRCOG’s other climate change, coastal resilience, and hazard mitigation efforts in conjunction with additional partners will further regional planning efforts and identify potential opportunities for improving transportation resiliency.

Transition to Performance Based Planning and Programming
As federal and state standards required under FAST Act are finalized and adopted, SCRCOG staff will work to develop and implement a performance management approach to transportation planning and programming that supports the achievement of transportation system performance outcomes.

Models of Regional Planning
SCRCOG coordinates with Lower Connecticut River Valley Council of Governments, the other major planning region sharing our urban area. In addition, our participation in the Connecticut Association of Councils of Governments (CTCOG), as well as numerous staff contacts, keeps us in contact and cooperation with not only the other neighboring Councils, but the entire state regional planning community. We will continue to build upon this strong base of cooperation and collaboration.

Ladders of Opportunity
SCRCOG staff continue to look for means to identify and address transportation connectivity issues. Our previous Transit Study, our commencement of a Mobility Manager Service for elderly and persons with disabilities, and our Jobs Access Study, produced in cooperation with the local NAACP chapter and the Workforce Alliance, among other partners, are examples of the region’s commitment to identifying and working to address transportation connectivity issues. These efforts will continue during FY2018 and FY2019.

Products

- **FY2015-2018 TIP.** Maintain the four-year Transportation Improvement Program and adopt amendments as appropriate throughout the fiscal year.
- **Adopt FY2018-FY2021 TIP**
- **Review and update of Long Range Transportation Plan – Spring 2019**
- **Local Accident Reduction Program.** Prepare applications for CTDOT review in association with interested municipalities (April 2018 and April 2019).
- **FTA Section 5310 Program Priorities.** Review and approval of grants, in conjunction with CTDOT (April 2018 and April 2019).
- **New regional transportation safety plan** (Under CTDOT timing).

This task requires continuing activity throughout the years. Reporting milestones are noted above.

**Task 4: Other Technical Assistance**
Objective

1. Coordination with Division of Emergency Management and Homeland Security (DEMHS) on emergency response planning and transportation security.
2. Provide technical assistance and coordination with Safe Routes to School (SRTS) program participants and CTDOT concerning applications for funding.
3. Provide assistance to new transit station development in the Region, including transit oriented development (TOD) for New Haven, West Haven, North Haven, Branford, Madison, Guilford, Orange, Wallingford, Meriden, and Milford.
4. Work with REX Development to ensure continued regional economic vitality.

Major 2018 and 2019 Activities

Coordination with DEMHS
Continue attendance by staff at DEMHS regional meetings to work with DEHMS and municipal staff on emergency response planning and implementation. Review of DEMHS communications and plans to insure integration with other regional initiatives.

Security of the Transportation System
Work with DEMHS Region 2 Regional Emergency Preparedness Team Steering Committee to review and offer recommendations on security. The Transportation Regional Emergency Support Function provides an annual SWOT (Strengths, Weaknesses, Opportunities, Threats) analysis to help improve regional transportation function and security.

Safe Routes to Schools
Work with interested schools and CTDOT to provide coordination and technical assistance in the preparation of SRTS Master Plans and application for infrastructure grants through the program.

Transit Stations and TOD
Work with interested municipalities, CTDOT, local legislators and residents to help promote transit and TOD opportunities to increase mobility, improve transportation options, promote economic vitality, and encourage the linking of transportation and land use decisions.

REX Development
Promote regional economic vitality through representation on the REX Board. Chief Elected Officials serve on the REX Board, which identifies regional economic opportunities. Continued Board membership and participation, with periodic reports to the Council, will help promote economic vitality and opportunities. REX serves as the regional coordinator of brownfields funds, utilizing these opportunities to encourage adaptive reuse of brownfields sites to contribute to the improved economic environment of the region.

This task requires continuing activity throughout the years.

Task 5: Public Participation
Objectives

1. Facilitate a timely flow of information to interested individuals and organizations through media outreach and our agency website.

2. Provide a focus for public input relative to the region’s Transportation Plan, Transportation Improvement Program and other key products by elected officials, any interested citizens, and specifically by minority, low-income and non-English speaking communities.

3. Solicit public interest for each of our regional planning and transportation studies and for the SCRCOG decision-making process in general. Ensure that outreach, review and project definition respond to USDOT/CTDOT Environmental Justice requirements contained in the FAST federal transportation act and federal planning regulations, utilizing latest available census and demographic data.

4. Share technical material with professionals, elected officials and the public at appropriate times as major study efforts progress.

Major 2018 and 2019 Activities

The Council of Governments will continue its commitment to public outreach through a wide range of outlets:

Annual Report
SCRCOG’s annual report will be made available at the conclusion of each fiscal year.

Media Coverage
The Transportation Committee agenda notification process includes over thirty area media organizations. Meeting notices for Transportation Committee/Council actions and SCRCOG publications will be regularly shared with a wide range of print and broadcast media including the New Haven Register, the Connecticut Post, the Meriden Record-Journal, Northeast Minority News, La Voz Hispana and other local (non-daily) newspapers in the region, and radio and television news departments.

Transportation Committee and Technical Transportation Committee
The Region’s Transportation Committee (chief elected officials) and Transportation Technical Committee (municipal staff), meeting together monthly, will continue to interact with CTDOT personnel, federal staff and other interested parties. The committees advance programming and planning proposals to the Council as a whole. Over 100 organizations and individuals, including advocacy organizations, environmental groups, social services organizations, and transit operators, will be notified of committee meetings by email. Notice of meetings is also provided on the SCRCOG website. Council-adopted Public Participation Guidelines clearly identify the Council’s commitment to broad, ongoing participation, and highlight the avenues for public input in the transportation planning process.
Public Meetings

- Quarterly Greater New Haven Transit District meetings and periodic attendance at meetings of the Milford and Meriden transit districts to facilitate planning and programming activities.

- REX Development, the region’s non-profit economic development organization, was established jointly by SCRCOG and the private sector. Chief Elected Officials serve on the REX Board.

- Regional Alliance work sessions. The fourteen-year-old Alliance brings a broad array of regionally oriented organizations together to share experience, initiatives and ideas in the educational, social service, economic development, land use and transportation fields.

- Regional Chambers of Commerce – Municipal Economic Development Directors from the region meet with SCRCOG staff periodically to address business-related transportation issues.

Council of Governments Meetings
Monthly Council meetings (chief elected officials) provide opportunities to review the status of major planning and programming efforts, gain further guidance from chief elected officials and take formal Council TIP actions.

SCRCOG Web Site
The agency website provides ready access to Council meeting agendas, reports and memos including Public Participation Guidelines, the UPWP, the TIP and proposed TIP amendments, and South Central Regional Long Range Transportation Plan 2015-2040. Links to CTDOT, municipalities, data sources and transit/transportation sites are also included on the website.

Public Participation Guidelines
SCRCOG Public Participation Guidelines outline broad public involvement. Ongoing public participation confirms their effectiveness.

Evaluation of Effectiveness
Evaluation of the effectiveness of the Region’s public outreach is an ongoing process. Staff continually reviews the attendance at SCRCOG and Transportation Committee meetings, as well as at public meetings held as part of consultant supported work. This review indicates that the outreach is working and involving the community and interested parties. Hits on the SCRCOG website indicate a high level of interest in our activities. Staff attendance at public meetings of regional and state organizations and civic groups, and reports back to our members, provide involvement in the region and important communication both within and beyond the Region. This high level of involvement and communication is indicative of the Region’s ongoing commitment to effective public outreach.
Efforts will focus on enhanced public awareness and understanding the region’s transportation needs. In FY 2018 and FY 2019, public outreach will continue to emphasize the implementation of the Regional Long Range Transportation Plan and the Regional Plan of Conservation and Development, working toward solutions involving policies such as smart growth, non-vehicular transportation, and context-sensitive design solutions. Chief elected officials and SCRCOG staff will continue to participate in the organizations as noted above.

Public outreach will include opportunities for public input on the FY2018 and FY 2019 Consultant supported activity and CTDOT transit improvements.

This task requires continuing activity throughout the years. Reporting milestones are noted above.

Appendix A

*Unified Planning Work Program*
Financial Tables – Fiscal Years 18 and 19*
*All FY 19 Activities are subject to SCRCOG approval of the SCRCOG FY 19 budget and may be adjusted as funding availability is confirmed

Table 1
Fiscal Year 2018 - Anticipated Revenues

<table>
<thead>
<tr>
<th></th>
<th>Federal</th>
<th>State</th>
<th>Local</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal Highway Administration</td>
<td>749,329</td>
<td>71,186</td>
<td>116,146</td>
<td>936,661</td>
</tr>
<tr>
<td>FY 2015 Carryover</td>
<td>486,026</td>
<td>0</td>
<td>121,506</td>
<td>607,532</td>
</tr>
<tr>
<td>Federal Transit Administration</td>
<td>193,450</td>
<td>18,378</td>
<td>29,985</td>
<td>241,813</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>1,428,805</td>
<td>89,564</td>
<td>267,637</td>
<td>1,786,006</td>
</tr>
</tbody>
</table>

Table 2
Fiscal Year 2018 - Planning Costs by Task

<table>
<thead>
<tr>
<th></th>
<th>Federal</th>
<th>State</th>
<th>Local</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Management of the Planning Process</td>
<td>46,242</td>
<td>5,780</td>
<td>5,780</td>
<td>57,802</td>
</tr>
<tr>
<td>Transportation Planning Activities</td>
<td>313,508</td>
<td>39,189</td>
<td>39,189</td>
<td>391,886</td>
</tr>
<tr>
<td>Data Collection / Analysis</td>
<td>19,026</td>
<td>2,378</td>
<td>2,378</td>
<td>23,782</td>
</tr>
<tr>
<td>Planning Projects</td>
<td>1,024,191</td>
<td>128,024</td>
<td>128,024</td>
<td>1,280,239</td>
</tr>
<tr>
<td>Public Participation</td>
<td>25,838</td>
<td>3,230</td>
<td>3,230</td>
<td>32,298</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>1,428,805</td>
<td>178,601</td>
<td>178,601</td>
<td>1,786,006</td>
</tr>
</tbody>
</table>

Table 3
Fiscal Year 2018 - Direct Salaries by Task - Hours & Cost (Hourly Rate) 1

<table>
<thead>
<tr>
<th></th>
<th>Ex. Dir.</th>
<th>Trans. Dir.</th>
<th>Planners</th>
<th>Field</th>
<th><strong>Total</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Hrs</td>
<td>Cost</td>
<td>Hrs</td>
<td>Cost</td>
<td>Hrs</td>
</tr>
<tr>
<td>Management of the Planning Process</td>
<td>215</td>
<td>14,122</td>
<td>100</td>
<td>5,264</td>
<td>100</td>
</tr>
<tr>
<td>Transportation Planning Activities</td>
<td>427</td>
<td>28,046</td>
<td>189</td>
<td>9,952</td>
<td>3,935</td>
</tr>
<tr>
<td>Data Collection / Analysis</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>230</td>
</tr>
<tr>
<td>Planning Projects</td>
<td>100</td>
<td>6,568</td>
<td>650</td>
<td>34,225</td>
<td>1,042</td>
</tr>
<tr>
<td>Public Participation</td>
<td>55</td>
<td>3,612</td>
<td>100</td>
<td>5,265</td>
<td>100</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>797</td>
<td>52,348</td>
<td>1,039</td>
<td>54,707</td>
<td>5,407</td>
</tr>
</tbody>
</table>

1 See Table 15 for FY 2018 maximum hourly rates
### Table 4
**Fiscal Year 2018 - Total Labor by Task - Salaries & Overhead Applied**

<table>
<thead>
<tr>
<th>Task</th>
<th>Ex. Dir.</th>
<th>Trans. Dir.</th>
<th>Planners</th>
<th>Field</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Management of the Planning Process</td>
<td>33,749</td>
<td>12,581</td>
<td>11,121</td>
<td>0</td>
<td>57,452</td>
</tr>
<tr>
<td>Transportation Planning Activities</td>
<td>67,027</td>
<td>23,783</td>
<td>292,577</td>
<td>0</td>
<td>383,387</td>
</tr>
<tr>
<td>Data Collection / Analysis</td>
<td>0</td>
<td>0</td>
<td>21,649</td>
<td>1,434</td>
<td>23,083</td>
</tr>
<tr>
<td>Planning Projects</td>
<td>15,697</td>
<td>81,795</td>
<td>95,447</td>
<td>0</td>
<td>192,939</td>
</tr>
<tr>
<td>Public Participation</td>
<td>8,633</td>
<td>12,584</td>
<td>8,830</td>
<td>0</td>
<td>30,047</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>125,107</strong></td>
<td><strong>130,743</strong></td>
<td><strong>429,624</strong></td>
<td><strong>1,434</strong></td>
<td><strong>686,908</strong></td>
</tr>
</tbody>
</table>

1. Audited overhead rate @ 1.3899

### Table 5
**Fiscal Year 2018 - Direct Expenditures by Task**

<table>
<thead>
<tr>
<th>Task</th>
<th>Print &amp; Repro</th>
<th>Travel</th>
<th>Data Proc</th>
<th>Consult</th>
<th>Misc 1</th>
<th>Capital</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Management of the Planning Process</td>
<td>0</td>
<td>100</td>
<td>0</td>
<td>0</td>
<td>250</td>
<td>0</td>
<td>350</td>
</tr>
<tr>
<td>Transportation Planning Activities</td>
<td>1,000</td>
<td>3,700</td>
<td>1,300</td>
<td>0</td>
<td>2,498</td>
<td>0</td>
<td>8,498</td>
</tr>
<tr>
<td>Data Collection / Analysis</td>
<td>300</td>
<td>200</td>
<td>200</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>700</td>
</tr>
<tr>
<td>Planning Projects</td>
<td>200</td>
<td>200</td>
<td>0</td>
<td>1,085,000</td>
<td>1,900</td>
<td>0</td>
<td>1,087,300</td>
</tr>
<tr>
<td>Public Participation</td>
<td>300</td>
<td>150</td>
<td>0</td>
<td>0</td>
<td>1,800</td>
<td>0</td>
<td>2,250</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>1,800</strong></td>
<td><strong>4,350</strong></td>
<td><strong>1,500</strong></td>
<td><strong>1,085,000</strong></td>
<td><strong>6,448</strong></td>
<td><strong>0</strong></td>
<td><strong>1,099,098</strong></td>
</tr>
</tbody>
</table>

1. Miscellaneous expenses include technical training & support, technical publications, and advertising expenses.

### Table 6
**Fiscal Year 2018 - Planning Projects with Consultant Assistance**

<table>
<thead>
<tr>
<th>Project</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Meriden - East Main Street Study</td>
<td>65,000</td>
</tr>
<tr>
<td>New Haven - Sign Inventory, Phase 2</td>
<td>150,000</td>
</tr>
<tr>
<td>New Haven - State Street</td>
<td>90,000</td>
</tr>
<tr>
<td>Branford Connector</td>
<td>45,000</td>
</tr>
<tr>
<td>Congestion Management</td>
<td>60,000</td>
</tr>
<tr>
<td>New Haven Freight</td>
<td>90,000</td>
</tr>
<tr>
<td>GIS Centerline</td>
<td>50,000</td>
</tr>
<tr>
<td>Planimetrics*</td>
<td>500,000</td>
</tr>
<tr>
<td>Travel and Tourism Enhancement*</td>
<td>35,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>1,085,000</strong></td>
</tr>
</tbody>
</table>

### Table 7
**Fiscal Year 2018 - Total UPWP Program Cost**

<table>
<thead>
<tr>
<th>Cost</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>SCRCOG Salaries</td>
<td>287,421</td>
</tr>
<tr>
<td>Overhead - Indirect Applied (1.3899)</td>
<td>399,487</td>
</tr>
<tr>
<td>Print &amp; Reproductions</td>
<td>1,800</td>
</tr>
<tr>
<td>Travel</td>
<td>4,350</td>
</tr>
<tr>
<td>Data Processing</td>
<td>1,500</td>
</tr>
<tr>
<td>Consultants</td>
<td>1,085,000</td>
</tr>
<tr>
<td>Meeting, Advertising &amp; Miscellaneous</td>
<td>6,448</td>
</tr>
<tr>
<td>Capital</td>
<td>0</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>1,786,006</strong></td>
</tr>
</tbody>
</table>
Table 8
Fiscal Year 2019 - Anticipated Revenues

<table>
<thead>
<tr>
<th></th>
<th>Federal</th>
<th>State</th>
<th>Local</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal Highway Administration</td>
<td>749,329</td>
<td>71,186</td>
<td>116,146</td>
<td>936,661</td>
</tr>
<tr>
<td>Federal Transit Administration</td>
<td>193,450</td>
<td>18,378</td>
<td>29,985</td>
<td>241,813</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>942,779</td>
<td>89,564</td>
<td>146,131</td>
<td>1,178,474</td>
</tr>
</tbody>
</table>

Table 9
Fiscal Year 2019 - Planning Costs by Task

<table>
<thead>
<tr>
<th></th>
<th>Federal</th>
<th>State</th>
<th>Local</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Management of the Planning Process</td>
<td>50,877</td>
<td>6,360</td>
<td>6,360</td>
<td>63,597</td>
</tr>
<tr>
<td>Transportation Planning Activities</td>
<td>345,894</td>
<td>43,237</td>
<td>43,237</td>
<td>432,368</td>
</tr>
<tr>
<td>Data Collection / Analysis</td>
<td>20,962</td>
<td>2,620</td>
<td>2,620</td>
<td>26,202</td>
</tr>
<tr>
<td>Planning Projects</td>
<td>496,645</td>
<td>62,081</td>
<td>62,081</td>
<td>620,807</td>
</tr>
<tr>
<td>Public Participation</td>
<td>28,400</td>
<td>3,550</td>
<td>3,550</td>
<td>35,500</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>942,778</td>
<td>117,847</td>
<td>117,847</td>
<td>1,178,474</td>
</tr>
</tbody>
</table>

Table 10
Fiscal Year 2019 - Direct Salaries by Task - Hours & Cost (Hourly Rate) ¹

<table>
<thead>
<tr>
<th></th>
<th>Ex. Dir.</th>
<th>Trans. Dir.</th>
<th>Planners</th>
<th>Field</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Hrs</td>
<td>Cost</td>
<td>Hrs</td>
<td>Cost</td>
<td>Hrs</td>
</tr>
<tr>
<td>Management of the Planning Process</td>
<td>223</td>
<td>15,438</td>
<td>105</td>
<td>5,827</td>
<td>105</td>
</tr>
<tr>
<td>Transportation Planning Activities</td>
<td>444</td>
<td>30,738</td>
<td>198</td>
<td>10,989</td>
<td>4,129</td>
</tr>
<tr>
<td>Data Collection / Analysis</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>241</td>
</tr>
<tr>
<td>Planning Projects</td>
<td>104</td>
<td>7,200</td>
<td>682</td>
<td>37,851</td>
<td>1,094</td>
</tr>
<tr>
<td>Public Participation</td>
<td>57</td>
<td>3,946</td>
<td>105</td>
<td>5,827</td>
<td>104</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>828</td>
<td>57,323</td>
<td>1,090</td>
<td>60,494</td>
<td>5,673</td>
</tr>
</tbody>
</table>

¹ See Table 16 for FY 2019 maximum hourly rates
Table 11
Fiscal Year 2019 - Total Labor by Task - Salaries & Overhead Applied ¹

<table>
<thead>
<tr>
<th>Task</th>
<th>Ex. Dir.</th>
<th>Trans. Dir.</th>
<th>Planners</th>
<th>Field</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Management of the Planning Process</td>
<td>36,896</td>
<td>13,927</td>
<td>12,306</td>
<td>0</td>
<td>63,129</td>
</tr>
<tr>
<td>Transportation Planning Activities</td>
<td>73,462</td>
<td>26,262</td>
<td>323,462</td>
<td>0</td>
<td>423,186</td>
</tr>
<tr>
<td>Data Collection / Analysis</td>
<td>0</td>
<td>0</td>
<td>23,901</td>
<td>1,566</td>
<td>25,467</td>
</tr>
<tr>
<td>Planning Projects</td>
<td>17,207</td>
<td>90,459</td>
<td>105,625</td>
<td>0</td>
<td>213,291</td>
</tr>
<tr>
<td>Public Participation</td>
<td>9,431</td>
<td>13,927</td>
<td>9,679</td>
<td>0</td>
<td>33,037</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>136,996</td>
<td>144,575</td>
<td>474,973</td>
<td>1,566</td>
<td>758,111</td>
</tr>
</tbody>
</table>

¹. Estimated overhead rate @ 1.3899

Table 12
Fiscal Year 2019 - Direct Expenditures by Task

<table>
<thead>
<tr>
<th>Task</th>
<th>Print &amp; Repro</th>
<th>Travel</th>
<th>Data Proc</th>
<th>Consult</th>
<th>Misc ¹</th>
<th>Capital</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Management of the Planning Process</td>
<td>0</td>
<td>105</td>
<td>0</td>
<td>0</td>
<td>363</td>
<td>0</td>
<td>468</td>
</tr>
<tr>
<td>Transportation Planning Activities</td>
<td>1,152</td>
<td>3,885</td>
<td>1,430</td>
<td>0</td>
<td>2,714</td>
<td>0</td>
<td>9,181</td>
</tr>
<tr>
<td>Data Collection / Analysis</td>
<td>315</td>
<td>210</td>
<td>210</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>735</td>
</tr>
<tr>
<td>Planning Projects</td>
<td>210</td>
<td>210</td>
<td>0</td>
<td>405,000</td>
<td>2,095</td>
<td>0</td>
<td>407,515</td>
</tr>
<tr>
<td>Public Participation</td>
<td>315</td>
<td>158</td>
<td>0</td>
<td>0</td>
<td>1,990</td>
<td>0</td>
<td>2,463</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>1,992</td>
<td>4,568</td>
<td>1,640</td>
<td>405,000</td>
<td>7,161</td>
<td>0</td>
<td>420,361</td>
</tr>
</tbody>
</table>

¹. Miscellaneous expenses include technical training & support, technical publications, and advertising expenses.

Table 13
Fiscal Year 2019 - Planning Projects with Consultant Assistance

<table>
<thead>
<tr>
<th>Project</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>New Haven - Two Way Transit Study</td>
<td>90,000</td>
</tr>
<tr>
<td>New Haven - Transportation Demand</td>
<td>65,000</td>
</tr>
<tr>
<td>Travel and Tourism Enhancement**</td>
<td>35,000</td>
</tr>
<tr>
<td>Coastal Vulnerability - Phase 2</td>
<td>60,000</td>
</tr>
<tr>
<td>Planimetrics**</td>
<td>135,000</td>
</tr>
<tr>
<td>Regional GIS Viewer Hosting/Maintenance</td>
<td>20,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>405,000</td>
</tr>
</tbody>
</table>

Table 14
Fiscal Year 2019 - Total UPWP Program Cost

<table>
<thead>
<tr>
<th>Cost Item</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>SCRCOG Salaries</td>
<td>317,214</td>
</tr>
<tr>
<td>Overhead - Indirect Applied (1.3899)</td>
<td>440,899</td>
</tr>
<tr>
<td>Print &amp; Reproductions</td>
<td>1,992</td>
</tr>
<tr>
<td>Travel</td>
<td>4,568</td>
</tr>
<tr>
<td>Data Processing</td>
<td>1,640</td>
</tr>
<tr>
<td>Consultants</td>
<td>405,000</td>
</tr>
<tr>
<td>Miscellaneous</td>
<td>7,161</td>
</tr>
<tr>
<td>Capital</td>
<td>0</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>1,178,474</td>
</tr>
</tbody>
</table>

**Total**
### Table 15
**Fiscal Year 2018 - Job Titles and Maximum Hourly Rates**

<table>
<thead>
<tr>
<th>Job Title</th>
<th>Maximum Hourly Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Executive Director</td>
<td>$ 70.00</td>
</tr>
<tr>
<td>Transportation Director</td>
<td>$ 60.00</td>
</tr>
<tr>
<td>Planners</td>
<td>$ 50.00</td>
</tr>
<tr>
<td>Field Personnel</td>
<td>$ 12.00</td>
</tr>
</tbody>
</table>

### Table 16
**Fiscal Year 2019 - Job Titles and Maximum Hourly Rates**

<table>
<thead>
<tr>
<th>Job Title</th>
<th>Maximum Hourly Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Executive Director</td>
<td>$ 75.00</td>
</tr>
<tr>
<td>Transportation Director</td>
<td>$ 60.00</td>
</tr>
<tr>
<td>Planners</td>
<td>$ 55.00</td>
</tr>
<tr>
<td>Field Personnel</td>
<td>$ 15.00</td>
</tr>
</tbody>
</table>
Appendix B

Statement of Cooperative MPO/State/Transit Operators Planning Roles & Responsibilities

Purpose
The purpose of this statement is to outline the roles and responsibilities of the State, the South Central Regional Council of Governments (SCRCOG) and appropriate providers of public transportation as required by 23 CFR Sec. 450.314(a)”Metropolitan Planning Agreements” [formerly 23CFR 450.310(e)].

General Roles & Responsibilities
SCRCOG will perform the transportation planning process for the South Central Region and develop procedures to coordinate transportation planning activities in accordance with applicable federal regulations and guidance. The transportation process will, at a minimum, consist of:

1. Preparation of an annual Unified Planning Work Program that lists and describes all transportation planning studies and tasks to be completed during the year.
2. Preparation and update of a long range, multi-modal regional transportation plan.
3. Preparation and maintenance of a short-range transportation improvement program (TIP).
4. Financial planning to ensure plan and program are financially constrained and within anticipated funding levels.
5. Conduct of planning studies and system performance monitoring, including highway corridor and intersection studies, transit system studies, application of advanced computer techniques, and transportation data collection and archiving.
6. Public outreach, including survey of affected populations, electronic dissemination of reports and information (website), and consideration of public comments.
7. Ensuring the transportation planning process does not have a significant or disproportionate impact on low income, minority and transit dependent Title VI populations.
9. Ensuring plans, projects and programs are consistent with and conform to air quality goals of reducing transportation-related emissions and attaining National Ambient Air Quality Standards.

Long Range Transportation Plan
1. SCRCOG will be responsible for preparing and developing the long range (20–25 years) transportation plans for the South Central Region.
2. SCRCOG may develop a consolidated transportation plan summary report for the South Central Region that includes the key issues facing the area and priority programs and projects.
3. CTDOT will provide the following information and data in support of developing the transportation plan:
   a. Financial information - estimate of anticipated federal funds over the 20-25 year time frame of the plan for the highway and transit programs.
   b. Trip tables - for each analysis year, including base year and the horizon year of the plan by trip purpose and mode.
   c. Traffic count data for state roads in the South Central Region, and transit statistics as available.
d. List of projects of statewide significance by mode, with descriptions, so that they can be incorporated into the regional transportation plans.

e. Assess air quality impacts and conduct the regional emissions assessment of the plan. Will provide the results of the assessment in a timely manner to allow inclusion in the plan and to be made available to the public at public information meetings. (Refer to air quality tasks.)

4. SCRCOG may conduct transportation modeling for the area

5. SCRCOG will consult with the appropriate providers of public transportation on local bus capital projects to include in the transportation plan, and will work together to develop local bus improvements for the plan from the 10-year capital program. Through consultation, SCRCOG, in cooperation with CTDOT, will identify future local bus needs and services, including new routes, service expansion, rolling stock needs beyond replacement, and operating financial needs.

**Transportation Improvement Program (TIP)**

1. The TIP will be prepared and compiled through a consultative process among CTDOT, SCRCOG, and the appropriate provider(s) of public transportation.

2. CTDOT will prepare an initial list of projects to include in the new TIP. This list will be based on the current TIP that is about to expire and an assessment of which projects will be obligated for funding before the end of the current federal fiscal year.

3. CTDOT, SCRCOG and transit provider(s) – CTDOT will solicit comments on the TIP and incorporate where practicable.

4. CTDOT will provide detailed project descriptions, cost estimates and program schedules. The project descriptions will provide sufficient detail to explain the projects to SCRCOG and the general public.

5. CTDOT will provide a list of projects obligated during each of the federal fiscal years covered by the expiring TIP/STIP. The annual listing of obligated projects should include both highway and transit projects.

6. SCRCOG will compile the TIP for the Region, including preparing a narrative. Projects will be categorized by federal aid program and listed in summary tables. The TIP will be converted into a format that will allow it to be downloaded to the Region’s website. SCRCOG will maintain the TIP by tracking amendments and changes to projects (schedule, scope and cost) made through the administrative action process.

7. CTDOT will develop the STIP based on the MPO’s TIPs and projects located in the rural regions of the State.

8. CTDOT will include one STIP entry each for the Bridge program, the Highway Safety Improvement program and the Recreational Trails program. This entry will list the total funds needed for these programs for each fiscal year. All Regions will receive backup lists in the form of the Connecticut Bridge Program, the Office of Traffic Engineering Safety Plan and the Recreational Trails program administered by the Department of Environmental Protection. The one line entry will reduce the number of entries needed in the STIP.

9. CTDOT will provide proposed amendments to SCRCOG for consideration. The amendment will include a project description that provides sufficient detail to explain the proposed changes to SCRCOG. It will also provide a clear reason and justification for the amendment. If it involves a new project, CTDOT will provide a clear explanation of the reasons and rationale for adding it to the TIP/STIP.
10. When an amendment to the TIP/STIP is being proposed by SCRCOG and CTDOT, CTDOT will ensure financial consistency.

11. CTDOT will provide a financial assessment of the STIP with each update. SCRCOG should prepare a TIP summary table listing all projects by funding program sorted by year based on CTDOT’s financial assessment.

**Air Quality Planning**

1. CTDOT and SCRCOG may meet at least once per year to discuss the air quality conformity process, the regional emissions analysis and air quality modeling.

2. CTDOT will conduct the regional emissions analysis, which includes the South Central Region and provide the results to SCRCOG. The regional emissions analyses for the build or future years will include the proposed transportation improvements included in the regional long-range transportation plans and TIP. It will contain a table showing the estimated emissions from the transportation system for each criteria pollutant and analysis year.

3. The report provided by CTDOT on the regional emissions analyses will be inserted into the long-range transportation plan and TIP.

4. SCRCOG will make the regional emissions analysis available to the public.

**Public Participation Program**

1. SCRCOG will annually review and evaluate its public participation program.

2. SCRCOG will update and prepare a list of neighborhood and local organizations and groups that will receive notices of SCRCOG plans, programs and projects.

3. SCRCOG will work to ensure that low-income, minority and transit dependent areas are afforded an adequate opportunity to participate in the transportation planning process, receive a fair share of the transportation improvement benefits and do not endure a disproportionate transportation burden. SCRCOG will comply with federal legislation on these issues.

4. SCRCOG’s process for developing plans, projects, and programs will include consultation with state and local agencies responsible for land use and growth management, natural resources, environmental protection, conservation and historic preservation.

5. SCRCOG will maintain its website to provide clear and concise information on the transportation planning process and provide an opportunity to download reports and documents. This will include developing project and study summaries, converting reports into a pdf or text format, and maintaining a list of available documents. The website will provide links to other associated organizations and agencies.

**Public Transportation Planning**

1. SCRCOG will allow for, to the extent feasible, the participation of transit providers at all Transportation Committee and SCRCOG meetings to provide advice, information and consultation on transportation programs within the South Central Region.

2. SCRCOG will provide the opportunity for the transit providers to review and comment on planning products relating to transit issues within the Region.

3. SCRCOG will allow for transit provider(s) to participate in UPWP, long-range plan, and TIP development to insure the consideration of any appropriate comments.
4. SCRCOG and CTDOT will assist the transit provider(s) to the extent feasible with planning for transit
related activities.

Fiscal/Financial Planning

1. The CTDOT will provide SCRCOG with up-to-date fiscal and financial information on the statewide
and regional transportation improvement programs to the extent practicable. This will include:
   a. Anticipated federal funding resources by federal aid category for the upcoming federal fiscal
      year, as shown in the TIP financial chart.
   b. Annual authorized funds for the STP-Urban account.
   c. Annual authorized funds for the FTA Section 5307 Program.
   d. A listing of FTA Section 5309 Bus and Section 5309 New Starts projects that are earmarked in
      federal legislation and also as appropriated by Congress.
   e. Monthly updates of STP-Urban Program showing current estimated cost & scheduled obligation
      dates.
2. The CTDOT will notify SCRCOG when the anticipated cost of a project, regardless of funding
   category, has changed in accordance with the agreed upon TIP/STIP amendment and administrative
   action process.
3. SCRCOG will prepare and distribute summary tables and charts that display financial information.

Congestion Management Process (CMP) Program

1. The CTDOT, as state’s primary CMP, will provide SCRCOG its congestion screening report.
2. SCRCOG will review the congestion screening report and select critical corridors for analysis as a
   second level CMP in the state.
3. SCRCOG will conduct a highway performance monitoring program that includes the collection of
   traffic counts, conduct of travel time surveys, and determination of travel speeds and delay.
4. SCRCOG will conduct congestion strategies studies for critical corridors and identify possible
   improvements to reduce congestion and delay.
5. SCRCOG will work with CTDOT on programming possible congestion-reducing projects.
6. SCRCOG will, upon implementation of a congestion reduction improvement, assess post-
   improvement operations and determine level of congestion relief.

Intelligent Transportation Systems (ITS) Program

1. The CTDOT will maintain the statewide ITS architecture and ensure consistency with the Regional
   ITS Architecture for the South Central Planning Region.
2. SCRCOG will maintain and update the Regional ITS Architecture for the South Central Planning
   Region, where appropriate.

Amendment

This Statement on Transportation Planning may be amended from time to time or to coincide with annual
UPWP approval as jointly deemed necessary or in the best interests of all parties, including Federal
transportation agencies.
Effective Date
This Statement will be effective after it has been endorsed by SCRCOG as part of the UPWP, and as soon as the UPWP has been approved by the relevant Federal transportation agencies.

No Limitation on Statutory Authority
Nothing contained in this Statement is intended to or shall limit the authority or responsibilities assigned to signatory organizations under Connecticut law, federal law, local ordinance, or charter.
CTrides: Quarter 1 Activity Summary
January - March 2017

The first quarter of 2017 was highlighted by the first ever, statewide Transportation Showcase, with other attention paid to the ongoing CTrides media campaign, as well as planning for Q2 events, Earth Week in April and CTrides Week in May.

CTrides Transportation Showcase

Each of CTrides’ partners looks at commuting through different prisms. The CTrides Transportation Showcase event provided organizations an interactive experience on the statewide information and resources offered by CTrides. Through panel discussions, info-sharing, and collaboration with industry experts, transportation stakeholders, and other employer partner representatives, the event addressed the unique transportation challenges that each organization faces, and shared how different organizations approach these challenges. The Showcase also highlighted the resources provided by CTrides to address the challenges of commuters.

The first part of the event included four panelists from a large, private employer (Anne Hayes, Travelers), a university (Melissa Goodall, Yale), an attraction (Jeff Hamilton, Mohegan Sun) and the Commissioner of the Connecticut Department of Transportation, James Redeker. Moderated by WNPR radio host, John Dankosky, the panelists engaged in an hour-long discussion on transportation issues and success stories, along with a Q & A.

Following the panel discussion, there were six 20-minute “rolling” breakout sessions that covered vanpooling, teleworking, commuter tax benefits, CTrides services, Ridematching & Rewards, and biking/walking options.

The event lasted 4 hours and was held at the Sheraton Hartford South in Rocky Hill. There were 140 registrants through the Eventbrite page that was setup. Marketing assets for the event included multiple rounds of invitations, video board graphics at the event, a brochure handout, poster boards at each round table, a photo booth, name tags, media alerts, a banner backdrop, as well as signage outside the hotel.

Continued —>
Showcase Survey
A follow-up survey was sent to all those in attendance and it resulted in very high marks. Most notably, it scored a Net Promoter Score (NPS) of 60, compared to a benchmark NPS within SurveyMonkey of 39. This score is crucial to brand loyalty and shows that our event would be highly recommended to friends or colleagues. Everyone who took the survey found the event informational and provided helpful and positive comments. Overall, the event scored an excellent rating from those in attendance.

Showcase Media
There was also media attention from major regional newspaper outlets such as the Hartford Courant and New Haven Register. The event was also featured in a well-read daily business newsletter, Crain’s Connecticut.

Showcase Thank You’s
The last marketing piece of the Showcase was “Thank You” notes sent to all those on the panel, as well as those running the PODs. As part of the survey, a “Thank You” email was sent to all participants.

Other Media & Marketing
CTrides continued its statewide media advertising campaign featuring its “Reboot Your commute” message (pictured at left is a Pandora screenshot).

Additionally, planning began for CTrides’ two annual spring events, Earth Week, April 17-21, and CTrides Week, the annual statewide Try-It week, May 15-19.

Earth Week involved a creative look (left) promoting different modes as a way for the outreach team to get employers thinking about all the green ways to commute, tied nicely into the National Earth Day theme.

CTrides Week strategy included coming up with a campaign direction, as well as securing a location, Downtown Hartford, with the focus on expanding infrastructure in the capital city.
Partner Activity

CTrides added 10 new partners this quarter:
- Connecticut National Guard
- Amazon Sorting Center
- 3PL Worldwide
- Datto Inc.
- Continuum of Care
- Office of Attorney General
- Jackson Labs
- PEP-Lacey Manufacturing
- Henkel Corp
- Job Corps (Hartford)

Total number of CTrides Partners increased to 215, with an additional 200 Stakeholders.

The team also recognized its Partners of the Month for their commitment in offering employees various commuter benefits.

- **The Hartford**—Event planners of a Commuter Challenge month for all employees to try alternative modes of commuting; bi-weekly meeting with CTrides to plan for increased quarterly engagement from employees with mass transit; HEAT team collaboration with CTrides for Meet Your Match and Try-It days.

- **Chabaso Bakery**—Signed as a partner in December and scheduled a number of events; executed a commuter survey and organized a Try-It day; continuing to work with CTrides and plan a bike to work program in the second quarter 2017.

- **Cartus**—An ongoing carpool incentive program, which includes a quarterly raffle for 5 preferred carpool spaces as well as 40 company store "bucks" to their company store; Green Team who constantly looks at programs to encourage "green" initiatives; on-going collaboration with CTrides to grow and enhance their commuter programs such as signing on to participate in the enhanced ERH program.

The CTrides Outreach Team held **260 Worksite Meetings** and **127 Commuter Events** with their worksite partners during Q1. The partner total is now **215** and the stakeholder total is now **200**.

This quarter’s worksite activity, segmented by region, can be found on the following pages. A complete list of program partners is in Appendix A.
Regional Worksite Highlights

**Western CT includes Litchfield, Housatonic, Bridgeport & Stamford regions.**

**Highlights**

- **AMETEK Hardon Kerk** – Manufacturer on a busy bus line, very interested in promoting services.
- **City of Stamford** - Collaboration on Walk to Work Day April 7.
- **UConn - Stamford** - Survey distributed to address concerns around school; incentive from WESTCOG and Try-It Day.
- **PEP - Lacey** - Signed partner; looking to increase carpool awareness and participation, moving forward with Meet Your Match/Try It for March.
- **Eastern Accounts** - Vanpool Lunch and Learn with vRide; vanpool clusters created; Try-It day also held.
- **Siemon Company** - Have carpool spaces on site, but looking to increase awareness and use; limited use of CTtransit; events scheduled.
- **Cartus** - Well attended Lunch & Learn/Meet Your Match to give information about ERH; HART on hand to provide transit route information.
- **Datto Inc.** - Signed partnership; 20% of workforce uses transit; March benefits fair.
- **Global Steering Systems** - On a bus line, but concerned about second-shift workers. Excited about promoting vanpool/carpool.
- **People's United Bank** - Parking issues; vanpools discussed with two Meet Your Match events and Try-It day.

**Meetings**

- AMETEK Haydon Kerk Motion Solutions, Inc.
- ASML, Inc.
- Bimbo Bakeries
- Boehringer-Ingelheim
- Bridgeport Public Schools
- Caregiver's Home Solutions
- Cartus
- CBRE Inc.
- City of Norwalk
- City of Stamford
- City of Waterbury
- Courtyard by Marriott
- CTtransit
- Datto, Inc.
- Eastern Account System, Inc.
- Farrel Corporation
- Forum Plastics Inc
- Gartner Group
- Genworth
- Goodwill of Western & Northern CT
- Greater Norwalk Chamber of Commerce
- Greenwich Board of Education
- Homes For the Brave
- Housatonic Community College
- Lockheed Martin
- Naugatuck Valley Community College
- NCCC Center for Workforce Development
- North East Transportation Co.
- Northwestern CT Comm. College
- Norwalk Community College
- Norwalk Housing Authority
- Oracle Corporation
- People's United Bank
- PEP - Lacey Manufacturing
- Pitney Bowes-Shelton
- Prudential (Shelton)
- Reed Exhibitions
- Siemon Co.
- Southwest Comm. Health Center
- St. Vincent's Medical Center
- Stew Leonard's
- Stone Academy (Waterbury)
- The Business Council of Fairfield County
- The Kennedy Center, Inc.
- The Workplace
- UConn - Stamford
- UConn - Waterbury
- University of Bridgeport
- vRide
- Western Connecticut State University
- Western CT Council of Governments
Southern CT includes Middlesex, New Haven & coastal regions

Highlights
Amazon - Conducted commuter surveys and scheduled Meet Your Match and Try-It day events for March.
Stone Academy - Presented on services prior to successful Try-It Day event. Six carpools registered, five arrived; premier parking was reserved.
Continuum of Care - New event (presentation) resulting in a signed partnership and ERH.
3PL Worldwide - HR Director reached out; relocating and would like to partner with interest in vanpool/carpool.
Chabaso Bakery - Working to develop Bike to Work program. Bike education in April with Coby’s help.
Paier College of Art - Try-It Day where students took bus to Yale Art Gallery; very successful.

Gateway Community College - It was a beginning of the semester event. We cultivated a lot of interest, especially in NuRide.

Meetings
- 3PL Worldwide
- Albertus Magnus
- Amazon Sorting Center
- BikeWalkCT
- Chabaso Bakery, Inc.
- Connecticut Beer Tours
- Connecticut National Guard
- Connecticut Water
- Continuum of Care Inc.
- CT Young Professionals
- Easter Seals Goodwill
- ECSU
- Electric Boat
- Elm City Cycling
- Fusco Corporation
- Gateway Community College
- GoNHGO
- Job Corps New Haven
- Key Bank - New Haven
- Key Bank - New Haven
- Mystic Marriott Hotel & Spa
- Paier College of Art
- Quinnipiac University - NH
- SCSU
- SHRM
- Stone Academy (West Haven)
- Three Rivers Comm. College
- West Haven VA
- Yale University

Sea Corp
SHRM
South Central COG
Southeast Area Transit
Southeastern CT COG
Stone Academy (West Haven)
The Kennedy Center, Inc,
Town Green District
United States District Court
US Coast Guard Academy
West Haven VA
Yale University

Events
- Albertus Magnus
- Amazon Sorting Center
- Capital Community College
- Chabaso Bakery, Inc.
- Continuum of Care Inc.
- ECSU
- Fusco Corporation
- Gateway Community College
- Housatonic Community College
- Job Corps New Haven
- Key Bank - New Haven
- Mystic Marriott Hotel & Spa
- Naval Undersea Warfare Center Division
- New London Rehab & Care Center
- Paier College of Art
- Pendleton Health Rehabilitation and Care
- Quinnipiac University - NH
- Science Park Development Corporation
- SCSU
- Sea Corp
- SHRM
- South Central COG
- Southeast Area Transit
- Southeastern CT COG
- Stone Academy (West Haven)
- The Kennedy Center, Inc,
- Town Green District
- United States District Court
- US Coast Guard Academy
- West Haven VA
- Yale University
Eastern CT includes the Hartford, North and Central regions of Connecticut

Highlights

Jackson Labs - Signed partner; Meet-Your-Match event with Try-It Day upcoming.

West Hartford Health & Rehab - Multiple events with a successful Try-It Day; completed a survey and working on carpooling for third shift.

Henkel - First-time table event planned; survey and plot map; pending partnership.

Hartford Job Corps - Signed partner; students at financial expo. enthusiastic about program opportunities.

Office of Attorney General - Signed partner; held a few events with interest in app and ridesharing.

Voya - Tabled during transportation event with vRide and CTtransit; Earth Day event setup.

Trinity College - Held month-long commute pursuit; 10 freshmen tried the bus.

55 Farmington - Met with 8 state agencies during a tenant meeting to discuss the new ERH program and set up future events.

University of Hartford - Held first event with CTtransit and CTfastrak.

Events

- Aetna
- CT Department of Labor
- CT DOT
- CTfastrak
- DEEP (Hartford)
- DEEP (New Britain)
- Freemont Group Management
- Hartford Hospital
- Hartford Steam Boiler
- Jackson Laboratory
- Job Corps (Hartford)
- Jones Lang Lasalle Americas
- Manchester Community College
- Office of the Attorney General
- Shipman & Goodwin
- State of Connecticut
- Trinity College
- Tunxis Community College
- University of Hartford
- Voya
- West Hartford Health and Rehab

Meetings

- Advance Auto Parts
- Aetna
- Avon Health Center
- Capital Community College
- Central Connecticut Chambers of Commerce
- City of New Britain
- Connecticut Innovations
- CT Department of Labor
- CT DOT
- DAS
- DEEP (Hartford)
- DEEP (New Britain)
- Department of Corrections
- Department of Economic and Community Development
- Dept. of Rehabilitation Services
- Dept. of Social Services
- Favahr
- Freemont Group Management
- Goodwin College
- Hartford Steam Boiler
- Henkel Corporation
- Homegoods Distribution
- IRS
- Jackson Laboratory
- Job Corps (Hartford)
- Jones Lang Lasalle Americas
- Konica Minolta
- Law Offices of John Andreini
- Laz Parking
- LIMRA
- Manchester Community College
- MassMutual
- Office of the Attorney General
- Permasteelisa
- Polamer Precision, Inc.
- ProHealth Physicians
- Rich Product Corporation
- Shipman & Goodwin
- Sun Life Financial
- The Hartford
- Town of Farmington
- Town of Windsor Locks
- Trinity College
- TSKP Studios
- Tunxis Community College
- U.S. Department of Housing and Urban Development
- UConn - Storrs
- United Bank
- University of Hartford
- University of Saint Joseph
- Voya
- vRide
- West Hartford Health and Rehab
- YMCA Greater Hartford
Emergency Ride Home Program Update

The new Emergency Ride Home program launched in January and was well received. People found the program easier to use and the costs savings was significant.

Total ride costs: $493.60 (1 ride > $100)

Modes: 3 co-worker reimbursement, 5 on-demand ride service, 3 taxi

Companies: Electric Boat, Travelers, CT DEEP

Follow-up surveys netted an overall experience of 4 out of 5 for riders as they switch over to the new program. One customer said: “Much easier to be able to use an Uber than to call a cab!”

42 Organizations registered for the program 18 during the first quarter.

Customer Service Details:

- **4,748 Total Inquiries into CTrides**
  - 1,561 inbound calls
    - 3 inquiries about available disabled services
    - 3 bilingual inquiries
  - Responded to 2,689 email inquiries
    - Great or OK rating on 83% of emails
  - 232 marketing/informational outbound calls
  - Facilitated 266 live online & 68 SMS chats
    - 4.82 out of 5 (best) avg. rating on all chats

- **Provided 11 Emergency Rides Home** to 5 monthly vanpool riders and 6 express bus commuters.

- **Distributed 14 trial bus passes to commuters** meeting the program’s Trial Ride criteria.

- **A follow-up survey** for the quarter netted the following results with 8 follow-up survey respondents, 6 used the pass, 6 will continue to use transit and 4 rated service 4-5 out of 5.

Customer feedback:

“I wanted to let you know that I greatly appreciate the 10-ride pass, which I used the week of March 6-10.”

“What a wonderful service you provide!”

“Thanks for getting back in timely fashion. My experience with your information has always been excellent.”

“Greatly appreciate the unexpected effort on my behalf!”

“Great suggestion for the free ride pass.”
Telework Marketing & Activities

The main focus of 2017 Q1 was CTrides Telework Week, which centered around a collaborative media and public relations event held at Yale University.

CTrides dedicated a full week of additional marketing and event promotion focused on teleworking options in Connecticut. CTrides Telework Week, Feb. 6 - 10, 2017, kicked off this year with a unique “virtual” press event at Yale University. CTrides joined Yale in support of its shared 2025 sustainability goals to reduce traffic congestion and improve air quality. Participating in the event “remotely” were representatives from Connecticut Water and Yale University. The virtual portion of the event highlighted the efficiencies of teleworking in today’s technology-based work environment. It was also announced that CTrides Telework partner CT SHRM (Society of Human Resource Management) State Council and its six local Human Resources’ Chapters will engage employers throughout Connecticut to build and formalize their telework policies.

It was held in the brand new Center for Teaching and Learning on Yale’s campus, featuring the latest technology, which paired well with the event. It was wildly successful, garnering media attention from the New Haven Independent (above), Yale Daily News (above), Yale Communications Office, New Haven Register, and WTNH-TV.

Telework Advertising

After reviewing the early results of the telework advertising campaign, a shift was made in funds during Q1, away from LinkedIn and with a push toward more digital advertising. CTrides decided it would be good to use the weather as a trigger to get people to think about teleworking and its impact on business continuity. A “weather takeover” campaign was developed with the Hartford Business Journal on HartfordBusiness.com, where telework ads would be displayed during severe storms on the entire website and within the “Morning Blend” newsletter, triggering people to consider the benefits of teleworking and business continuity while it was top of mind. Granted, the sample size was smaller, the campaign was active a half-dozen times during the quarter, netting January and February “click through rates” of .33% over a limited amount of impressions, greatly exceeding the .04% industry average.
CTrides Ridematching & Rewards Program

In the first quarter of 2017, **1,650 new members** were added to the CTrides Ridematch & Reward program.

The increase in membership reflects the results of increased marketing and outreach efforts, as well as a number of raffles, sponsored and administered through the program vendor NuRide. The major first quarter raffles included a 4K TV, a GoPro Hero, and a Family Membership to Mystic Aquarium (pictured below). These raffles were featured prominently on the website and were the most redeemed rewards of the quarter. The majority of raffle winners came from CTrides partner organizations including Yale University, CT Dept. Energy & Environmental Protection, Travelers, MassMutual, and Electric Boat.

Technical developments were also made, including the full launch of an iOS app, which now has 100% the same features as the web version. Following a soft launch, the app was more heavily marketed in Q1, through posters at worksites, as well as with outreach coordinators giving live demonstrations for any employees curious about the new technology. Further, NuRide is working to roll both the app and the standalone ridematching and reward webpage underneath the CTrides branding through “white labeling.” Both are set to launch in Q2 2017 and will give all CTrides assets a more autonomous customer look. An app handout was developed and finalized, but will not be printed until white-labeling has been launched, so as to not confuse the consumer.

Additional features and updates are detailed below:

- **v 9.1.1 through v 9.2.1:**
  - Mobile coupons being added more frequently and are quickly becoming the norm
  - Icon added to more easily identify rewards with mobile coupons
  - “Neighbors / Going Your Way” feature added to make it easier to find carpool buddies
  - NuMail marketing blast now includes neighbors, nearby commuters and other carpool possibilities
  - Positive early app usage: 457 downloads in February with 5% of NuRide usage directly from app
As of the 1Q 2017, there are more than 200 businesses, agencies and municipalities partnered with CTrides — New Partners highlighted in bold

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>3M Purification</td>
</tr>
<tr>
<td>2.</td>
<td>3PL Worldwide</td>
</tr>
<tr>
<td>3.</td>
<td>Acme Monaco Group</td>
</tr>
<tr>
<td>4.</td>
<td>Albertus Magnus</td>
</tr>
<tr>
<td>5.</td>
<td>Amazon Sorting Center</td>
</tr>
<tr>
<td>6.</td>
<td>American Heart Association</td>
</tr>
<tr>
<td>7.</td>
<td>Anthem Blue Cross Blue Shield</td>
</tr>
<tr>
<td>8.</td>
<td>ASML, Inc.</td>
</tr>
<tr>
<td>9.</td>
<td>Avon Health Center</td>
</tr>
<tr>
<td>10.</td>
<td>BELIMO Aircontrols</td>
</tr>
<tr>
<td>11.</td>
<td>Bigelow Tea</td>
</tr>
<tr>
<td>12.</td>
<td>BikeWalkCT</td>
</tr>
<tr>
<td>13.</td>
<td>Bishop Woods Executive Academy</td>
</tr>
<tr>
<td>14.</td>
<td>BLT Management, LLC</td>
</tr>
<tr>
<td>15.</td>
<td>Branford Hall (Branford campus)</td>
</tr>
<tr>
<td>16.</td>
<td>Branford Hall (Windsor campus)</td>
</tr>
<tr>
<td>17.</td>
<td>Bridgeport Fittings</td>
</tr>
<tr>
<td>18.</td>
<td>Bridgeport Public Schools</td>
</tr>
<tr>
<td>19.</td>
<td>Building &amp; Land Technology</td>
</tr>
<tr>
<td>20.</td>
<td>Capital Community College</td>
</tr>
<tr>
<td>21.</td>
<td>Carrow Real Estate</td>
</tr>
<tr>
<td>22.</td>
<td>Cartus</td>
</tr>
<tr>
<td>23.</td>
<td>Chabaso Bakery Inc.</td>
</tr>
<tr>
<td>24.</td>
<td>Cheshire Public Schools</td>
</tr>
<tr>
<td>25.</td>
<td>CHUBB Specialty Ins.</td>
</tr>
<tr>
<td>26.</td>
<td>Cigna</td>
</tr>
<tr>
<td>27.</td>
<td>City of Bridgeport</td>
</tr>
<tr>
<td>28.</td>
<td>City of Danbury</td>
</tr>
<tr>
<td>29.</td>
<td>City of New Britain</td>
</tr>
<tr>
<td>30.</td>
<td>City of New Haven</td>
</tr>
<tr>
<td>31.</td>
<td>City of New London</td>
</tr>
<tr>
<td>32.</td>
<td>City of Stamford Land Use Bureau</td>
</tr>
<tr>
<td>33.</td>
<td>City of Waterbury</td>
</tr>
<tr>
<td>34.</td>
<td>City of Waterbury - Dept. of Public Works</td>
</tr>
<tr>
<td>35.</td>
<td>City of Waterbury - Public Health</td>
</tr>
<tr>
<td>36.</td>
<td>Collins and Jewell Co.</td>
</tr>
<tr>
<td>37.</td>
<td>Comet Technologies</td>
</tr>
<tr>
<td>38.</td>
<td>Community Health Group</td>
</tr>
<tr>
<td>39.</td>
<td>Connecticare</td>
</tr>
<tr>
<td>40.</td>
<td>Connecticut Children’s Medical Center</td>
</tr>
<tr>
<td>41.</td>
<td>Connecticut Department of Transportation</td>
</tr>
<tr>
<td>42.</td>
<td>Connecticut National Guard</td>
</tr>
<tr>
<td>43.</td>
<td>Connecticut Valley Hospital</td>
</tr>
<tr>
<td>44.</td>
<td>Connecticut Water</td>
</tr>
<tr>
<td>45.</td>
<td>Continuum of Care</td>
</tr>
<tr>
<td>46.</td>
<td>Coventry Public Schools</td>
</tr>
<tr>
<td>47.</td>
<td>Danbury Public Schools</td>
</tr>
<tr>
<td>48.</td>
<td>Datto Inc.</td>
</tr>
<tr>
<td>49.</td>
<td>Department of Administrative Services</td>
</tr>
<tr>
<td>50.</td>
<td>Department of Children &amp; Families</td>
</tr>
<tr>
<td>51.</td>
<td>Department of Economic and Community Development</td>
</tr>
<tr>
<td>52.</td>
<td>Department of Emergency Services &amp; Public Protection</td>
</tr>
<tr>
<td>53.</td>
<td>Department of Energy and Environmental Protection (DEEP) - Hartford</td>
</tr>
<tr>
<td>54.</td>
<td>DEEP— (New Britain)</td>
</tr>
<tr>
<td>55.</td>
<td>Department of Public Health (Rocky Hill)</td>
</tr>
<tr>
<td>56.</td>
<td>Department of Revenue Services</td>
</tr>
<tr>
<td>57.</td>
<td>Diageo, Inc.</td>
</tr>
<tr>
<td>58.</td>
<td>Duncaster Retirement Community</td>
</tr>
<tr>
<td>59.</td>
<td>Eastern Account Systems</td>
</tr>
<tr>
<td>60.</td>
<td>Eastern Account System (Danbury)</td>
</tr>
<tr>
<td>61.</td>
<td>Eastern Connecticut State University</td>
</tr>
<tr>
<td>62.</td>
<td>Eastern Connecticut Transportation Consortium</td>
</tr>
<tr>
<td>63.</td>
<td>Eastern CT Workforce Investment Board</td>
</tr>
<tr>
<td>64.</td>
<td>Eastern Workforce Investment Board</td>
</tr>
<tr>
<td>65.</td>
<td>Electric Boat</td>
</tr>
<tr>
<td>66.</td>
<td>Eversource Energy</td>
</tr>
<tr>
<td>67.</td>
<td>Fairfield Public Schools</td>
</tr>
<tr>
<td>68.</td>
<td>Ferguson Electric CO</td>
</tr>
<tr>
<td>69.</td>
<td>Foxwoods Resort Casino</td>
</tr>
<tr>
<td>70.</td>
<td>Fusco Corporation</td>
</tr>
<tr>
<td>71.</td>
<td>Gateway Community College</td>
</tr>
<tr>
<td>72.</td>
<td>Gaylord Rehabilitation Hospital</td>
</tr>
<tr>
<td>73.</td>
<td>General Cable</td>
</tr>
<tr>
<td>74.</td>
<td>Glastonbury Chamber of Commerce</td>
</tr>
<tr>
<td>75.</td>
<td>Globe Pequot Press</td>
</tr>
<tr>
<td>76.</td>
<td>Goodwin College</td>
</tr>
<tr>
<td>77.</td>
<td>Greater Bridgeport Regional Council</td>
</tr>
</tbody>
</table>
78. Greater Bridgeport Transit
79. Greater Waterbury YMCA
80. The Hartford
81. Hartford Steam Boiler
82. HARTransit

83. Henkel Corp.
84. Homegoods Distribution Center
85. Home of the Brave
86. Housatonic Community College
87. Hughes Health and Rehabilitation
88. IKEA (New Haven)
89. IRS Federal Building

90. Jackson Labs
91. JLL Americas

92. Job Corps - Hartford
93. Job Corps - New Haven
94. Key Bank
95. Kimberly Hall Healthcare
96. Lawrence + Memorial Hospital
97. Legrand Ortronics
98. Lincoln Culinary Institute (Hartford)
99. Lincoln Life Insurance/Freemont Group Management
100. Lincoln Technical Institute (New Britain)

101. Lord Chamberlain Nursing Center
102. Lowe’s Distribution Center
103. Macy’s Logistics
104. Malkin Properties
105. Manchester Community College

106. Marrakech, Inc.
107. MassMutual
108. Medtronic
109. Memry Corporation
110. Middlesex Community College
111. Middlesex Community College - Meriden Campus
112. Middlesex Hospital
113. Middlesex Hospital - Shoreline Medical Center
114. Middletown Downtown Business District
115. Mitchell College
116. Mohegan Sun
117. Morgan Stanley
118. Mystic Marriott
119. Naugatuck Valley Community College
120. New Britain CT Works Center
121. New Britain Downtown District
122. Newtown High School
123. Northeast Utilities
124. North East Transportation Co.
125. Northwestern Connecticut Community College
126. Norwalk Community College
127. Norwalk Transit

128. Office of the Attorney General
129. Oracle Corporation
130. Paier College of Art
131. People’s United Bank (Bridgeport)

132. PEP - Lacey Manufacturing
133. Pratt and Whitney (East Hartford)
134. Pratt & Whitney (Middletown)
135. Projects Inc.
136. Prudential
137. Quinebaug Valley Community College

138. Quinebaug Valley Community College (Willimantic Center)
139. Quinnipiac University
140. Reckson/SL Green
141. Saint Francis Hospital
142. Seabury Retirement Community
143. SeeClickFix
144. Shipman & Goodwin
145. Siemens Healthcare Diagnostics
146. Southern Connecticut State University
147. Southwest Community Health Center
148. St. Mary’s Hospital
149. Stamford Chamber of Commerce

150. Stamford Downtown Special Services District (SDSSD)
151. Starwood Hotel
152. Stone Academy (East Hartford)
153. Stone Academy (Waterbury)
154. Stone Academy (West Haven)
155. Tauck Tours
156. Thames Valley Council for Community Action
157. The Davis Companies
Appendix A: Partner List

158. The Kennedy Center, Inc.
159. Thomaston Public Schools
160. Three Rivers Community College
161. Torrington Public Schools
162. Town Green Special Services District
163. Town of Barkhamsted
164. Town of Brookfield
165. Town of Cheshire
166. Town of Coventry
167. Town of Fairfield
168. Town of Farmington
169. Town of Greenwich
170. Town of Hamden
171. Town of Hartland
172. Town of Lebanon
173. Town of Monroe
174. Town of New Milford
175. Town of North Branford
176. Town of Redding
177. Town of Rocky Hill
178. Town of Scotland
179. Town of Thomaston
180. Town of Wallingford
181. Town of Westport
182. Town of Wethersfield
183. Town of Windham
184. Town of Windsor
185. Travelers
186. Trinity College
187. Triumph
188. UConn Health Center
189. United Illuminating
190. United Steel
191. United Tech. Aerospace
192. University of Bridgeport
193. University of CT (Storrs)
194. University of CT (Stamford)
195. University of Hartford
196. University of New Haven
197. Valley Transit District
198. Veterans Affairs CT Healthcare System (Newington)
199. Veterans Affairs CT Healthcare System (West Haven)
200. Voya Financial
201. Walgreens Distribution Center
202. Waterbury Board of Education
203. Waterbury Hospital
204. Wesleyan University
205. West Hartford Health and Rehab
206. Western CT Council of Governments
207. Western CT State University
208. Westport Police Department
209. Whole Foods (Glastonbury)
210. Windham Region Transit District
211. XL Group
212. Yale New Haven Hospital
213. Yale University
214. Yarde Metals Inc.
215. YMCA Greater Hartford